The Bombay Gazette.

No. 9,537—New Series. BOMBAY:—SATURDAY, JUNE 14, 1879.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* are as follow:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 50
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy……As. 4.

Price for back numbers varies according to lapse of time between As. 8 and Rs. 2.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matter as Small Sales, Business Cards, Situations, Wanted or Servant Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found. The scale for Advertisements belonging to any of these classes as follows:—

Not exceeding three lines	Rs. 1-0
Each succeeding line	,, 0-8 As.

Advertisements exceeding five lines will be charged for at our resent ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5	0
Second do.	2	8
Third do.	1	8
Fourth and succeeding insertions	0	2½ As.

e. but no Advertisement counted as less than eight line

All Advertisements are charged according to the space occupied. Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

Subscription for one Year, *Post Free in India*, Rs. 12. Postage to England, Rs. 6-8.

Price per Copy……As. 4.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED)

WILL DESPATCH STEAMERS AS FOLLOWS:—

FOR COAST AND CALCUTTA.

S. S. CANARA, 1,903 Tons, on SATURDAY, 14th June, 1879, at 3 P.M., calling at Rutnagherry, Vingorla, Goa, Carwar, Coompta, Mangalore, Cannanore, Tellicherry, Beypore, Calicut, Cochin, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Madras, Masulipatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point. Ports are called at in the foregoing or any order.

Conveyance to the Nilgherry Hills.—The steamers are timed to reach Beypore at daybreak, and arrangements have been made for a train to leave Beypore specially in connection with the steamers' arrival to convey passengers right through to Mettapolium, where they will arrive at 7-45 p. m., and after staying for the night can proceed up the Ghat early the following morning.

FOR KURRACHEE.

S. S. AKOLA, 578 Tons, on SATURDAY, 14th June, 1879, at 2 p. m., calling at Verawul, Mangrole, Pore Bunder, and Cutch Mandvie in the foregoing or any order, weather permitting.

FOR KURRACHEE AND PERSIAN GULF.

S. S. MAHRATTA, 742 Tons, on WEDNESDAY, 18th June, 1879, at 4 p. m., calling at KURRACHEE, GWADUR, BUNDER ABBAS, LINGAH, BUSHIRE, FAO, and BUSSORAH, in the foregoing or any order.

FOR LONDON, *via* SUEZ, ALGIERS AND LISBON.

S. S. ABYSSINIA, 1,129 Tons, on SATURDAY, 28th June 1879, connecting at Aden with S. S. MANORA, 3,242 Tons, and ASSYRIA, 1,495 Tons.

Saloon passage	Rs. 500
Second Class passage	,, 335

The Manora and Assyria carry a Surgeon and a Stewardess each and are due in London on 4th and 9th August respectively. Transfer at Aden made by Company.

FOR NATAL, MOZAMBIQUE, ZANZIBAR, ADEN, HODEIDA AND JEDDAH.

S. S. ABYSSINIA, 1,129 Tons, on SATURDAY, 28th June 1879. Cargo and Passengers for Hodeida and Jeddah can be sent by this steamer at through rates. A favourable opportunity of passage to Natal is offered as the Union steamer is timed to leave Zanzibar for Natal within 24 hours of Abyssinia's arrival.

BOMBAY TO MOULMEIN.

THE S. S. BYCULLA, 1,455 Tons, on 16th June.

MACKINNON, MACKENZIE & Co., Agents.

Bombay, 13th June, 1879.

STEAM COMMUNICATION WITH ITALY *via* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th, and BOMBAY on the 1st *of each Month.*

PASSENGERS' RATES FROM BOMBAY.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.		3rd Class.	
Aden	Rs. 220	Rs. 150	Including Wines.	Rs. 40	Without food.
Suez	360	220		80	
Port Said	380	240		90	
Messina	500	340		140	
Naples	500	340		140	
Leghorn	500	340		140	
Genoa	500	340		140	
Marseilles	520	350		145	

Children under 3 years, free of charge; Children not above 10 years, half fare.

Passengers' heavy Baggage will be delivered in LONDON FREE of CHARGE to the extent allowed in the Handbooks. All extra Luggage will be charged for at rates which can be learnt from the Agent.

NEXT STEAMERS FROM BOMBAY:

SINGAPORE to sail on TUESDAY, 1st July 1879.
MANILLA to sail on FRIDAY, 1st August 1879.
PERSIA to sail on MONDAY, 1st September 1879.

All Steamers of this Company have large First and Second class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 a. m. Any unavoidable detention will, however, be advertised at least one day previously.

For Hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, April, 1879.

HALL LINE OF STEAMER.

SPEKE HALL.
2,700 Tons, 400 H. P.
BOMBAY TO LIVERPOOL.

THIS Steamer will sail as above on the 21st June. Her Saloon and State Rooms are all on Deck. For passage or further particulars apply to

W. & A. GRAHAM & Co., Agents.

ANCHOR LINE OF STEAMERS.

BOMBAY TO LIVERPOOL.
S. S. INDIA,
CAPTAIN GEORGE READ.
2,288 Tons, 500 H. P.

THIS Steamer will sail as above on the 14th June. For plans of Saloon and Cabins, handbooks of information, rates of passage, or any further information apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 12th May 1879.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED 1824.

CAPITAL—ONE MILLION STERLING.

THE UNDERSIGNED are prepared to issue POLICIES upon Houses, Mills, and other Buildings, Household Furniture, Merchandize and Ships in harbour on favourable terms.

GADDUM & Co., Agents in Bombay.

PERRY DAVIS' VEGETABLE PAINKILLER.

Perry Davis & Son, Manufacturers and Proprietors
Providence, Rhode Island, U. S. A.

UNSURPASSED AS A FAMILY MEDICINE AFTER FORTY YEARS' TRIAL.

IT is a purely and carefully prepared VEGETABLE COMPOUND.

And a complete mitigator of Pain.

A capital antidote for SCORPION STINGS and SNAKE BITES.

AS an application for BRUISES, BURNS, NEURALGIA and RHEUMATISM has no equal

AS A REMEDY FOR DIARRHŒA, DYSENTERY, CHOLERA,

Or any sort of Bowel Complaint it stands alone for efficiency and rapidity of action.

Full Directions accompany each bottle.

Retailed by Chemists all over the world.

Beware of Imitations exposed for sale in the Indian Bazars.

GENERAL AGENT AT BOMBAY,
FALLY HIPTULLA,
139, Pir Market near Jumma Musjid.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other Steamers will be despatched for EUROPE:—

Vessels.	Tons.	H.P.	Captains.	1879
— SUMATRA	2488	450	R. E. Briscoe	20th June.
(s) MONGOLIA	2833	530	A. Coleman	27th do.
— TRAVANCORE	1900	350	W. Barratt	4th July.
(s) HINDOSTAN	3113	600	N. W. Haselwood	11th do.
— THIBET	2593	400	J. H. Torbock	18th do.
(s) MIRZAPORE	3763	600	A. Parish	25th do.
— GEELONG	1835	250	W. A. Seaton	1st Aug.
(S) NEPAUL	3536	600	J. S. Murray	8th do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT, Acting Superintendent.

Bombay, 7th June 1879.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta:—

Vessels.	Tons.	H.P.	Captains.	
KAISAR-I-HIND	4023	700	R. Methven	23rd June.
BOKHARA	2932	450	J. Orman	7th July.

A Launch leaves the Company's Dock Head, at Mazagon, at p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT, Acting Superintendent.

Bombay, 7th June 1879.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT GALLE.

THE following Steamers will be despatched for the above ports:—

Vessels.	Tons.	H.P.	Captains.	
SIAM	3014	500	G. N. Hector	20th June.
ASSAM	3033	500	N. Stewart	18th July.
TANJORE	2263	450	W. W. Fentiman	15th Augt.
SIAM	3014	500	G. N. Hector	12th Sept.
ASSAM	3033	500	N. Stewart	10th Oct.

A Launch leaves the Company's Dock Head, at Mazagon, at 3 p.m. on the day of sailing.

r Passage, &c., apply to

ADAM TAIT, Acting Superintendent.

Bombay, 7th June 1879.

SALES BY AUCTION.

CRAWFORD AND COMPANY,

2, MARINE STREET, BOMBAY.

SALE OF SUPERIOR TEAK SCANTLINGS.

THIS DAY, SATURDAY, the 14th instant, at 4 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction at Tank Bunder. About 150 tons of teak boards and scantlings of various sizes in small convenient lots to suit the requirements of purchasers.

USUAL AUCTION SALE.

On MONDAY next, the 16th instant, at 2 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction, at their Rooms—

10 Bales Grey Shirtings.
10 Cases Grey Dhoties.
5 ,, T. Red Prints.
2 ,, Tin Toys.

On account and at the risk of Tyebally Moola Tajkhan, and on account and at the risk of Surufally Moola Mahomedami, carrying on business in the name of Tyebally Saruffally and Co. and lately separated.

N H 3165—1 case extra durable and best Coach Body Varnish.
3167—1 ,, Elastic Carriage Varnish.
3171—1 ,, Flatting Varnish.

By order of the Administrator General the effects of the late Hajiani Hanifabai, widow of Haji Karim Mahomed Casamani, consisting of glass door cupboards, benches, chest of drawers, carpet, &c.

SALE OF PIECE GOODS AND TWIST.

On MONDAY next, the 16th instant, at 3 p. m., Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms on account of the concerned—

A large quantity of grey white and coloured piece-goods, woolen cloth and twist, in small lots to suit purchasers.

SALE OF SUPERIOR TEAK SCANTLINGS.

On TUESDAY next, the 17th instant, at 4 p. m., Messrs. CRAWFORD & Co. will sell by Public Auction at the premises of the Bombay Saw Mills Company, Limited, at Tank Bunder.

A quantity of mill sawn timber of various sizes, suitable for many varieties of work, and in lots to suit the requirements of purchasers.

SALE OF SUPERIOR FIRST CLASS TEAK BOARDS AND SCANTLINGS.

On THURSDAY next, the 19th instant, at 4 p. m., Messrs. CRAWFORD and Co. will sell by Public Auction at Tank Bunder by order of Meerzamull Shewbux, Esq., and on account and at the risk of the first purchaser, 150 tons superior English First class Teak Boards and Scantlings.

In small lots to suit purchaser.

SALE OF LANDED PROPERTIES AT THE PARELL VILLAGE, BAZAR ROAD.

On SATURDAY next, the 21st June, at 4 p. m., Messrs. CRAWFORD and Co. will sell by Public Auction on the premises by order of the Mortgagee, Damoder Trimbuck Ninay, and on account and at the risk of the mortgagor, Dhunnajee Bhanjee and Pandurang Dhunnajee, in pursuance of the power of sale, contained in the Indenture of Mortgage, dated the 2nd day of October 1876.

Firstly.—All that piece of farundaree ground, with the dwelling house standing thereon, situate without the Fort of Bombay at the northern side of Parell Village, Bazar Road, assessed under No. 150, containing by admeasurement 210 and three-ninths of a square yard or thereabouts.

Secondly.—All that piece of Government ground with a range and a small house standing thereon, situate on the southern side of Parell Village, Bazar Road, containing by admeasurement 394 and six-ninths of a square yard, or thereabouts, registered under No. 36 and the chawl assessed under No. 66 and the house under No. 68.

Thirdly.—All that piece of Government quit ground, with the dwelling house newly built, standing thereon, situate at the western side of the Parell Village, Bazar Road, containing by admeasurement 600 square yards, or thereabouts, registered under No. 22.

Fourthly.—All that piece of ground with the dwelling house or chawl standing thereon, situate at the northern side of the Parell Village, Bazar Road, containing by admeasurement 77 square yards or thereabouts, registered under No. 58, and assessed under No. 203.

Fifthly.—All that piece of ground, situate in Parell Village, containing by admeasurement 893 square yards or thereabouts and registered under No. 22.

For further particulars and conditions of sale apply to the undersigned.

FOR SALE ON COMMISSION.

A double barrelled breach-loading rifle, by Graham, of London.

CRAWFORD & Co.

Bombay, 14th June, 1879.

NOTICES.

GOWMULL JETHMULL begs to inform the Ladies and Gentlemen of Bombay and of the Mofussil, that he has OPENED a SHOP in No. 4, Hummum Street, Fort, Bombay, and has always ready on hand EMBROIDERED WORKS of Sind, China, Mooltan, Madras, Cashmere, and Delhi—such as Shawls, Cloaks, Handkerchiefs, Cushions, Dress, Silk of all kinds, &c., &c., and also Silver and Gold Delhi, Trichinopoly, Cashmere, and Bombay Jewellery, Diamond Rings, Mooltan and Eran Carpets, and Bombay, Surat and izagapatam Work Boxes, Mooredabad and Benares Works, &c., &c.

All the above articles are warranted to be of the best Manufacture and are especially made for presents to friends in Europe.

N.B.—Orders from Out-stations will be promptly carried out on Moderate Terms.

HOCKIN'S IMPROVED SEIDLITZ POWDER.

FOR IMMEDIATELY PRODUCING SEIDLITZ WATER WITHOUT THE SLIGHTEST TROUBLE.

Is prepared from a correct analysis of the celebrated German Spring, the value of which for so many years has been fully recognised by the Medical Profession. From the combination of Saline Salts and Carbonic Acid, action upon the Digestive and Renal Organs is at once effected.

AS A SALINE APERIENT,

It is especially recommended in all cases of

Biliousness, Indigestion, Sickness, Headaches, and other AILMENTS which are generally so prevalent in tropical climates. It is cooling, refreshing, and invigorating, and in cases of FEVERS will be found a most convenient and salutary ebrifuge. It has stood the test of

50 YEARS' EXPERIENCE,

and those who have once taken it continue its use, from confidence in its medicinal qualities. As all the ingredients are in one bottle, it will be found most

CONVENIENT OF ADMINISTRATION.

Manufactured only by HOCKIN, WILSON & CO.,
38, Duke Street, Manchester Square, London.
Wholesale Agents:
BOMBAY: Messrs. TREACHER & Co., Limited.
CALCUTTA: Messrs. SMITH, STANISTREET & Co.

JAMSETJEE NOWROJEE,

CABINET MAKER, UPHOLSTERER, AND GENERAL MANUFACTURER.

SHOW ROOM
OF
CARVED AND PLAIN BLACKWOOD,
TEAKWOOD, EBONY,
AND
FANCY GILDED FURNITURE,
FOR
DRAWING AND DINING ROOMS,
BOUDOIR, OFFICES, ANTE-ROOM,
CAMP MESSES, AND CLUBS,
DURBAR HALLS, &c., &c.

THE PICTURE GALLERY
CONTAINS THE LARGEST STOCK IN BOMBAY
OF
OLEOGRAPHS AND CHROMO-LITHOGRAPHS.
Framed in Suitable Frames of the Newest Patterns.

ALSO, A LARGE STOCK OF
LOOKING GLASSES,
FVARIOUS SIZES,
FRAMED IN FANCY GILT FRAMES.

STRANGERS TO BOMBAY SHOULD PAY THIS WELL-KNOWN ESTABLISHMENT A VISIT.

KALBADAVIE ROAD, BOMBAY.

NEW ADVERTISEMENTS.

NOTICE is hereby given, that we have taken TEMPORARY CHARGE of the business of the BOMBAY FIRE INSURANCE COMPANY, LIMITED.

C. H. B. FORBES & Co.

1, Bruce Lane, Bombay, 13th June 1879.

NOTICE is hereby given, that we have TAKEN TEMPORARY CHARGE of the business of the FORBES and Co.'s CONSTITUENTS' COMPANY.

C. H. B. FORBES & Co.

1, Bruce Lane, Bombay, 13th June 1879.

NOTICE is hereby given, that we have been APPOINTED TEMPORARY AGENTS of the BOMBAY ICE MANUFACTURING COMPANY, LIMITED.

C. H. B. FORBES & Co.

1, Bruce Lane, Bombay, 13th June 1879.

ORIENTAL BANK CORPORATION.

AFTER the 30th instant, the CORPORATION will NOT ISSUE DRAFTS on the UNION BANK of LONDON and BANK of SCOTLAND, LONDON, at a longer term than 4 months' sight.

By order of the Directors,

R. D. CAIRNS, Pro Agent, Bombay.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

ORDINARY ORIGINAL CIVIL JURISDICTION.

In the MATTER of the INDIAN COMPANIES' ACT X. of 1866, and in the MATTER of the MANDVEE SPINNING, WEAVING and PRESS COMPANY LIMITED, in Liquidation.

IN accordance with an Order made by the Honorable Mr. JUSTICE GREEN in the above matter on the 12th day of June 1879, the Official Liquidator of the above Company will put up FOR SALE by PUBLIC AUCTION at his office in Elphinstone Circle, Bombay, on SATURDAY, the 28th day of June, instant, at 3-30 p. m., (unless previously disposed of by private contract) all that piece of land containing 10,000 square yards or thereabouts, situate at Manmad, in the District of Nasick, in the Presidency of Bombay, forming part of the property of the said Company in Liquidation, together with the Bungalow situate on the said piece of land and the buildings standing thereon, containing two Cotton Presses with the Pumps and Machinery thereto belonging, and all the Tools, Effects, and Property belonging to the said Company in Liquidation, and lying on the said premises, subject nevertheless to the offer for the purchase of the said property on the bid there, for which the Official Liquidator shall propose to accept being approved by the said Honourable Court.

Information regarding the said piece of land and buildings can be given, and the Inventory of the Machinery, Plant and other Effects abovementioned may be inspected, at the office of the undersigned in Elphinstone Circle. Any further particulars can be obtained and the conditions of sale when approved by the Court can be seen at the same office.

JOHN Y. LANG,
Official Liquidator of the Mandvee Spinning, Weaving and Press Company, Limited.
Bombay, 39, Elphinstone Circle, 13th June 1879.

CARLTON WHISKEY.

11 years old.	5 years old.
Rs. 32 per doz.	Rs. 28 per doz.

SHIPPED BY
RICHARD MATHEWS & CO.,
London and Inverness.

For analysis and testimonials apply to
CUTLER, PALMER AND CO.,
BOMBAY, CALCUTTA, MADRAS, LAHORE,
SOLE AGENTS.

June 1879.

ASHTON & Co.,

TIN AND ZINC WARE MANUFACTURERS, AND PLUMBERS,
No. 42, MEADOW STREET, FORT, BOMBAY.

IMPORTANT.

FOR the ensuing monsoons Air-Tight Uniform Boxes (best Block Tin) of any size in hand, and made to order.

Lady's extra size Air-Tight Boxes for Silk Dresses, &c., of any size in hand and to order.

Lady's Bonnet and Hat Boxes.

Gents' Helmet and Hat Cases, Baths for Adults and Infants, with and without Covers, of Zinc, Tin, and Galvanized Iron, Shower Baths (Portable), Despatch and Cash Boxes of sizes with Chubb's and other patent Locks.

Stop Pails, Basins, Travelling Boxes for Rail or Sea.
Meat Safes and Tiffin Boxes. Tea, Coffee and Sugar Cans.
Air-Tight square Glass Cases for Confectionery.
Flower Pots, China, and other Patterns.
Garden Watering Cans. Bird Cages.
Billiard Cue Cases and Reflectors.
Hanging Lamps for Verandahs and Staircases.
Street and other Lamps and Lanterns of new designs.
Railway, Platform, Guards and Signal Lamps, on hand and to order.

And all kinds of Tin, Zinc and Brass Work executed to order with punctuality and despatch under European supervision and equal to London Manufacture.

TERMS MODERATE.

Illustrated Catalogues on application.

COPE'S GOLDEN CLOUD.

A BRIGHT HONEY DEW TOBACCO cut ready for smoking, of full Aromatic Fragrant Flavour and manufactured from

THE FINEST SELECTED VIRGINIAN LEAF.

Per pound box Cash Rs. 3.

TREACHER & Co., LIMITED,
BOMBAY, BYCULLA, AND POONA.

TREACHER & CO.'S SUPERFINE VIOLET POWDER.

A combination of Farinaceous and Vegetable Ingredients, Scented with agreeable and attractive Perfumes.

IT is perfectly innocuous to the most delicate skin, well adapted as an absorbent Powder for

TOILET AND NURSERY USE IN INDIA,
and guaranteed to be
Free from Arsenic or other injurious matter.

	Cash.	Credit.
Small size Tins	Rs. 0 10	0 12
Double size Tins	,, 1 0	1 2

TREACHER & COMPANY, LD.,
Pharmacists and Dispensing Chemists,
BOMBAY, BYCULLA, AND POONA.

REAL AMERICAN "SQUEEZER" PLAYING CARDS,

Best quality, of the strongest material, and being highly finished on both sides, they slip readily when handled.

An important feature is that by reference to the "INDICATORS" in the corners all chance of making a mistake in the hand is avoided, as such "Indicators" show the Suit and Size. This allows of the hand being compressed into a very small space, and hence the name "SQUEEZERS." The "Indicators" are in addition to the ordinary pipes made to run both ways.

		Cash.	Credit.
"Squeezers" with round corner	per pack	Re. 1 8	Re. 1 12
,,	,, doz. packs	17 0	10 9
,, ,, gilt edged	,, pack	1 12	2 0
,, ,, ,,	,, ,, doz. packs	20 0	22 0

CONSIGNMENT JUST UNPACKED BY
TREACHER & COMPANY (LD.),
BOMBAY, BYCULLA, AND POONA.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows:—Not exceeding 3 lines, Re. 1; each succeeding line 8 As. No trade advertisements are admitted under this scale.

MRS. HURST'S SCHOOL will be RE-OPENED on MONDAY next, the 16th instant. 7, Hummum Street, Fort.

WANTED, a RE-ENGAGEMENT as GOVERNESS or COMPANION by a Lady. Highest references. Address "BETA," *Observer* Office, Colombo, Ceylon.

NOTICE.—AUSTRALIAN CORNED ROUND of BEEF for Tiffin TO-DAY. GREEN and JARVIS, Apollo Bunder.

TO-DAY Grand Dinner 1 8—Mulligatawny, Soup, Anchovy Pates, Fillet Beef, Mushrooms, Chicken, Ravigotte Duck, Gallantine, Olives, &c. Ice Creams, Temple Bar.

TAYLOR'S HOTELS—Comfortable Monsoon Residences. Best Tables in Bombay. Terms, including Ice, Baths, &c., moderate.

PURVIS' AGENCY Forward GOODS to all parts of AUSTRALIA. Corresponding Firm, Melbourne: Messrs. Broadbent Bros and Co., 91, Flinders Lane, West.

BILLIARDS.—Two BOMBAY AMATEURS will play a MATCH of 1,000 up at TEMPLE BAR THIS EVENING. Play commences at 9 p.m.

FOR SALE, at BENNETT'S TO-DAY, high caste Arab HORSE, quite sound, goes in Harness and Saddle, owner leaving Bombay.

S. P. G.—The Annual Meeting will be held in the Cathedral High School, Fort, on WEDNESDAY, 18th June, at 5-30 p.m. The LORD BISHOP will preside.

YOUR Monogram or Crest stamped in colours on 5 Quires Satin Repp Notepaper (Oblong or Square) and 100 Envelopes to match, for Rs. 6, Caxton Printing Works, Bombay.

FOR SALE, a Portable PHOTOGRAPHIC ROOM and a quantity of Apparatus, &c. Also HORSES and CARRIAGES, &c., to be seen at the MALABAR HOTEL, Mahaluxmee.

WEDDING, CHRISTENING and BIRTHDAY CAKES, at PEARSE'S, 33, Apollo Street, Fort.

TREACHER & CO., LIMITED,

ARE periodically in receipt of large supplies of GENERAL GYMKHANA KIT from the leading English Houses who manufacture the goods, in accordance with TREACHER & Co.'s long and practical experience, specially to meet the requirements of the Indian climate, an advantage presented by no other House in India.

CASH PRICE LIST, MAY 1879.

GYMKHANA AND OUTDOOR GAMES.

BADMINTON KIT.

	Rs.	a.
Complete Sets	40	0
Jefferies Bats……each	7	0
India Rubber Balls……doz. Rs. 3 0 to	4	0
Nets of colored card……each	5	4
Shuttlecocks……doz. Rs. 3 0 to	5	0
Do. with I. R. Bottoms……each	1	4

BOXING GLOVES.

	Rs.	a.
Buckskin and Chamois, horse hair stuffed, set of four	9	0

CRICKET KIT.

	Rs.	a.
Balls, Boys', strongly Sewn…Rs. 0 12 to	2	0
,, Double seamed……each	3	8
,, Treble seamed……,,	4	4
Bats, Boys'……Rs. 2 0 to	4	0
,, Match for practice……each	5	8
,, ,, best selected……,,	7	0
,, Single cane……,,	8	8
,, ,, Whalebone……,,	9	8
,, Double cane……,,	10	0
,, ,, Walebone……,,	10	8
,, Treble cane……,,	11	0
,, All cane……,,	12	0
,, Presentation……,,	16	0
Batting Gloves……pair	5	8
Body Guards……each	3	8
Leg Guards, Chamois……pair	6	8
,, ,, Buckskin……,,	7	8
Measuring Tapes, 66 feet……each	5	12
Nets for long stopping	13	8
Scoring Books……Rs. 2 4 to	5	8
Shoes fitted with spikes	11	0
Stumps for Boys' use……set	2	4
,, plain ash……,,	5	0
,, with brass ferrules……,,	7	0
,, ,, and iron points……,,	8	0
Wicket-keeping gauntlets……pair	6	8
Lilywhite's Guide for 1879	0	12

CROQUET.

	Rs.	a.
Complete Sets……Rs. 12 8 and	18	0

DUMB BELLS.

	Rs.	a.
Leather covered, 10, 12, 14, 16, 18 and 20 lbs. per pair……lb.	0	5

FENCING KIT.

	Rs.	a.
Foils with Solingen Blades……pair	5	0
Hand Guards, wicker basket……,,	1	4
,, ,, Buffalo……,,	4	8
Masks, best Wire……pair Rs. 5 4 to	7	4
Single Sticks, English……pair	1	0

FIVES.

	Rs.	a.
Bats……each	1	8
,, extra large military pattern……,,	2	0
Balls……doz.	4	0

FISHING KIT.

	Rs.	a.
Flies, artificial……doz. Rs. 1 12 to	2	12
Floats……each ,, 0 6 ,,	0	14
Gimp Traces……,, ,, 0 10 ,,	0	12
Gut, Trout……hank	2	4
,, Salmon……,,	9	0

FISHING KIT, *continued.*

	Rs.	a.
Gut Casting Lines……each Rs. 0 12 to	2	0
,, Traces……,, ,, 0 12 to	1	12
Hooks Limerick……dozen Rs. 0 4 to	0	6
,, Strong Treble……,, ,, 2 4 to	3	0
Hooks on Gimp……,, ,, 1 4 to	2	12
,, ,, Gut……,, ,, 1 0 to	2	0
Lead Twine……bundle	1	2
Lines Manchester Cotton Twine Company's 60 yard lengths	2	0
Do. do. Water-proofed	2	8
Minnows, Phantom……each Rs. 2 0 to	2	8
Reels, Brass, with secret checks……,, ,, 5 0 to	7	0
Rods varying kinds and prices.		
Spoon Baits……each Re. 1 4 to	1	12

FOOTBALL.

	Rs.	a.
Balls, with specially dressed hide leather……Rs. 6 0 to	7	8
Spare Rubber insides……,, 2 0 to	3	0

GOLF.

	Rs.	a.
Balls……doz.	10	4
Cleeks and Irons……each	4	8
Play Clubs and Putters……,,	3	8
Spoons, long, middle and short……,,	3	8
Golfer's Manuals……,,	0	14

HORIZONTAL BARS.

	Rs.	a.
The "Regimental," specially adapted for Military Gymnasia, with a one inch Steel Core running through its centre, complete with iron stays and screws	100	0

LAWN TENNIS.

	Rs.	a.
Complete Sets……Rs. 54 0 to	67	0
Balls, India Rubber……doz. Rs. 3 0 to	4	0
,, Flannel Covered……,, 6 4 ,,	7	0
,, Canvas Covered……doz.	8	0
Bats, English curved, Ladies and Gents, ea.	8	0
,, ,, Straight, Ladies……,,	5	0
,, ,, ,, Gents……,,	8	0
Nets complete	9	0

POLO.

	Rs.	a.
Canes with ashwood heads……each	2	4
,, ,, box wood ,,	3	0
Balls……doz.	6	0

QUOITS.

4, 4½, 5, 5½, 6, 6½, lbs. per pair.

	Rs.	a.
Steel……pound	1	0
Galvanised Iron……,,	1	0
Brass……,,	1	12

pins charged extra.

RACKETS.

	Rs.	a.
Jefferies' Bats, ash handled……each	11	0
,, ,, cane handled……,,	14	0
,, Balls……doz. Re. 1-8 gross	16	0
Presses……each	10	0
Shoes……pair	10	0
Strings……Set of three	3	8

SWIMMING BELTS.

	Rs.	a.
Cork, canvas covered……Rs. 4 8 and	5	0

AUNT SALLY. BAT TRAP AND BALL. BATTLEDORES. CHEST EXPANDERS. LAWN BILLIARDS, &c.

PARLOUR AND INDOOR GAMES.

BILLIARD KIT.

	Rs.	a.
Balls, best African Ivory set Rs. 30 0 to	58	0
,, ,, ,, Pool	130	0
,, ,, ,, Pyramid	175	0
Cloth, finest West of England for full sized Table and Cushions	100	0
Cues, plain ash……each	6	4
,, fancy inlaid……,,	6	0
Cue cement……bottle	0	12
Cue Tips……hundred	3	12
Cue Tip fasteners……each	3	0
Pockets, strongest cord……set of six	6	4
Marking Boards, Pool Boxes, Rules, &c.		

BEZIQUE.

	Rs.	a.
Sets for two players……Rs. 1 8 to	15	0
,, ,, four ,, ……,, 3 0 to	20	0

CRIBBAGE.

	Rs.	a.
Boards Straight and triangular. Re. 1 8 to	5	0
Boxes for one and two packs of cards……Rs. 1 12 and	2	4
"Our Mutual Friend" cases……Rs. 2 4 to	4	0

DICE.

	Rs.	a.
Best Ivory,……set of three	1	0
Red Leather Cups……pair	1	2

DOMINOES.

	Rs.	a.
Double Sixes……set Rs. 1 8 and	3	0
Double Nines……,, ,, 2 4 ,,	4	0

PLAYING CARDS.

Assorted colours and patterns in large variety.

	Rs.	a.
Third Harrys……pack	0	10
Figured Harrys……,,	1	2
Gold Harrys……,,	1	4
Club House Moguls……,,	1	4
Extra-figured Moguls……,,	1	8
Palace Moguls……,,	1	12
Palace Gold Moguls……,,	2	0

PLAYING CARDS—*continued.*

	Rs.	a.
American "Squeezers"……pack	1	8
Do. with Gilt Edges……,,	1	12
A reduction in price by the dozen packs.		
Card Counters, assorted shapes and colours……box	3	8

DRAUGHTS.

	Rs.	a.
Leather covered Boards……Rs. 3 8 to	5	8
Ebony and Boxwood men sets ,, 1 4 ,,	1	12

RACE GAME.

	Rs.	a.
Boards with men, &c.	7	0

CHESS.

	Rs.	a.
Leather covered Boards……Rs. 3 8 to	4	8
Ebony and Boxwood men……,, 3 0 ,,	4	8
Mahogany Travelling Boards……,, 8 0 ,,	10	4
"B. C. D." Boards	9	0

COMPENDIUM OF GAMES.

	Rs.	a.
Compendium	30	0
Cabinet with drawer	40	0
Royal Cabinet with wings	60	0
Multitudes	34	0
Combination set of Parlour Games for Children	22	8

GO-BANG.

	Rs.	a.
Sets complete……Rs. 4 8 to	7	0
PLANCHETTE BOARDS	5	12
POPE JOAN BOARDS	5	0

WHIST MARKERS.

	Rs.	a.
Cavendish……pair	3	8
Camden……,,	3	8
Treatises and Guides on Whist.		

BACKGAMMON.

	Rs.	a.
Book-form Boards	5	0
Do. with men and dice	7	0

Detailed Illustrated Catalogues on Application.

FOX AND GEESE. CAVENDISH'S GUIDE BOOKS. NOAH'S ARKS, PICTURE AND SPELLING ALPHABETS. CHILDREN'S CARD GAMES. CONJURING TRICKS. CHILDREN'S TOYS. DISSECTED PUZZLES. DROLE. FISHPONDS, &c., &c., &c.

TREACHER & CO., LIMITED,

BOMBAY, BYCULLA AND POONA.

ENGLISH GOODS. Via SUEZ CANAL AT LOWEST EXPORT PRICES. SILK, WOOLLEN AND MANCHESTER WAREHOUSEMEN, INDIA, COLONIAL, AND FOREIGN OUTFITTERS. ESTABLISHED 1843.

D. NICHOLSON & CO.

Invite attention to their Illustrated 220-page Catalogue, sent (with patterns) post free.

Ladies' Clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c. Contractors for Military and Police Clothing and Accoutrements. Furniture, Musical Instruments, Ironmongery, Fire Arms, Cutlery, Carriages, Saddlery and Harness, Boots and Shoes, Wines and Spirits, Ales and Beers, Preserved Provisions, Stationery, Perfumery, Books, Toys, &c., &c. Foreign Produce disposed of for a Commission of 2½ per Cent.

Terms—Not less than 25 per Cent. to accompany *orders*, and balances will be drawn for at 60 days sight.

Parcels not exceeding fifty pounds in weight and 2 feet by 1 foot by 1 foot in size, and £20 in value, are conveyed from London to any Post Town in India and Ceylon at a uniform charge of 1s. per lb.

Special advantages to Hotel Keepers and Regimental Messes.

D. NICHOLSON & CO.,

50 TO 53, ST. PAUL'S CHURCHYARD, AND
66, PATERNOSTER ROW, LONDON.

Price Lists can be had of Messrs. James Madden & Co. Bombay, and at the Office of the "*Englishman*" Newspaper, Calcutta.

SHIRTS! SHIRTS!!

PERFECT IN FIT,
SUPERIOR IN MAKE,
UNEQUALLED IN FINISH.

PRICE PER HALF DOZEN.

Discount Two Annas in the Rupee for Ready Money.

	Rs. a.
HOAR & Co.'s Oxford Cloth Shirts, the original soft make, in a variety of new Designs	36 0
HOAR & Co.'s French Cambric Shirts, a splendid assorted of this year's Designs, Fast Color	30 0
HOAR & Co.'s White Shirts, Fine Long Cloth with Cambric Fronts	22 8
HOAR & Co.'s White Shirts, Best Long Cloth, with Fine Linen Fronts and Cuffs	28 0
HOAR & Co.'s Dress Shirts, Extra Fine Long Cloth, with Best Irish Linen Fronts and Cuffs	31 0
HOAR & Co.'s White Shirts with Collars attached, Fine Long Cloth and Best Linen Fronts, &c	31 0
HOAR & Co.'s White Shirts with Collars attached, Extra Fine Long Cloth & Irish Linen Fronts, &c.	34 0

	Rs. a.
HOAR & Co.'s Tropical Flannel Shirts, a new Shrinkless Material, very thin and comfortable	46 0
HOAR & Co.'s Pure Flannel Shirts, the Best quality made, Plain Colors or Fancy Checks and Stripes, thoroughly shrunk	52 0
HOAR & Co.'s Silk and Wool Shirts, a thin Texture in equal quantities of Silk and Wool, very cool and non-irritating	52 0
HOAR & Co.'s Cricketing Shirts, made of the best White Saxony Flannel, with Collars attached	52 0
HOAR & Co.'s Spun Silk Shirts, Plain White or Fancy Stripes, in a variety of Designs	70 0

Patterns, with our Illustrated Price List, and improved Self-Measurement System, on application.

3, Rampart Row. **HOAR & CO.,** The Travellers' Kit House.
TAILORS, HOSIERS, AND OUTFITTERS,
BOMBAY.

WANTED.

TO CAPITALISTS.

WANTED a PARTNER, with a Capital of £3,000, for quarter share of a business worth Rs. 50,000 per annum.

Unexceptional references and *bona fide* proof can be given of he returns.

Two-thirds of the Capital required down, and one-third six months after.

Applicants must be prepared to guarantee that, on the value of the above being proved, the Partnership will be duly carried out.

A Partner who could undertake the Home portion of the business would be preferred.

Address A., care of L. GORDON, Solicitor, Madras.

WINES, SPIRITS, BEER, &c.

DEVONSHIRE CYDER.

BOTTLED BY WARD AND SON.

FOR SALE, at the Godowns of the Undersigned, a FRESH CONSIGNMENT of the above. Quarts at Rs. 5 per dozen.

BENN, ASHLEY & Co.

Elphinstone Circle.

NICOLSON'S EDINBURGH "PALACE" ALE—The new Season's Brewings have arrived, and are FOR SALE at the Godowns of the Undersigned.

Hogsheads of 54 gallons	Rs. 57 0 each.
Fine Medoc Claret	,, 10 0 do.

NICOLSON'S OLD SCOTCH WHISKY.

Royal Household Blend, per doz. Qts.	Rs. 20 0

FINLAY, MUIR & Co.

WHISKEY IN JARS,

A 1 QUALITY.

2 Gallons, Rs. 21; 4 Gallons, Rs. 40; Jars included.

Electro-plated lock taps to suit, Rs. 4-0 each.

N.B.—Guided by the superior wisdom of a Firm of Chemists who advertise that a chemical analysis such as the proprietors of the Carlton whiskey are justly proud of, affords no guarantee of excellence, we give no analysis of the Whiskey above advertised, and are content that the quality should make its own market.

CUTLER, PALMER & Co.

PRICE LIST of WINES, &c., FOR SALE

at the Godowns of the Undersigned:—

* CLARETS:—From H. and C. Balaresque, Bordeaux.	
Chateau de Frands	Rs. 14 per doz. Qts.
Do. do.	,, 16 per case of 2 doz. pints.
Les Canons	,, 18 per doz. Qts.
Do. do.	,, 20 per case of 2 doz. pints.
Chateau Leoville	,, 20 per doz. Qts.
Do. Lafitte	,, 25 ,,
* STILL HOCKS:—From G. M. Pabstmann Sohn, Mayence.	
Liebfraumilch	Rs. 23 per doz. Qts.
Do.	,, 26 per case of 2 doz. pints.
Steinwein	,, 13 per doz. Qts.
Hochheimer	,, 28 ,,
Ruedesheimer	,, 28 ,,
Do.	,, 31 per case of 2 doz. pints.
Marcobrunner	,, 32 per doz. Qts.
Do.	,, 35 per case of 2 doz. pints
Queen Victoria Berg	,, 38 per doz. Qts.
BEER:—	
IND COOPE & Co.'s PALE ALE	Rs. 5 per doz. Qts.
Cairo Expedition Pale Ale	,, 5 per doz. stone bottles.
Norway Pale Ale	,, 5-8 per doz. qts.
Kreuznacher Export Beer	,, 6-4 per doz. qts.
* CHAMPAGNE:—	
Eugene Clicquot's Carte Blanche	Rs. 40 per doz Qts.
Ditto ditto	,, 42 per case of 2 doz. pints.
F. Giesler & Co.'s *Champagne.*	Rs. 55 ,,
* BRANDY:—	
Miller Frère's Cognac	Rs. 18 per doz. Qts.
Boulestin & Co.'s * Cognac	,, 20 ,,
F. Dessandeir & Co.'s * ,,	,, 22 ,,
Fromy and Rogée's *** ,,	,, 30 ,,

CALIFORNIAN FRUITS.

Pears, Peaches, Plums, Cherries, Apples, Apricots, Grapes Rs. 12 per dozen tins.

CALIFORNIAN JELLIES.

Currants, Blackberry, Quince, Strawberry, Raspberry, Rs. 12½ per doz. tins.

Finest German Asparagus Rs. 24 per doz. tins.

GERMAN SAUSAGES.

Black Pudding	Rs. 1-2 per tin.
Smoked Sausages	,, 1-4 ,,
Livering	,, 1-4 ,,
Roast Sausages	,, 1-10 ,,

SPECIAL TERMS TO REGIMENTAL MESSES, CLUBS, CO-OPERATIVE STORES, &c.

Outstation Orders should be accompanied by a remittance or reference for payment in Bombay.

Those marked with an asterisk * carry a discount of 10 per cent. if cash accompanies the order.

VOLKART BROTHERS, Rampart Row, Fort.

Bombay, 2nd June 1879.

NOTICES.

PRINTING MATERIALS.

MILLER & RICHARD'S Presses, Types, and all requisites, always in stock. - Terms cash.

EWING & Co., Agents, Calcutta.

FOR SALE, MANILLA and OILED COIR ROPE and CORDAGE. Apply to

OWEN & OKELL,
Agents to W. H. HARTON & Co., Calcutta.

Apollo Street, Bombay.

For Sale at this Office, under the authority of the Bombay Chamber of Commerce,

THE AMENDED FORM OF BILL OF LADING for Steamers from BOMBAY to LIVERPOOL via the SUEZ CANAL, as sanctioned by the Bombay Chamber of Commerce, at their Meeting on the 28th August 1872. Price per 100 Copies, Rs. 4; 50 Copies, Rs. 2-8; 25 Copies, Rs. 1-8 and for single Copy, One Anna.

COPPER-PLATE PRINTING,

ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order at moderate prices.

Also,

WOODCUTS of every description engraved at shortest notice and at moderate prices.

Specimens may be seen at the "BOMBAY GAZETTE" Office.

SCOTT & CO., M.R.C.V.S.,

VETERINARY SURGEONS.

HORSE EXAMINATION CERTIFICATES Rs. 10; Examination and Verbal Opinion, Rs. 5; Livery for Horses on Commission sale, Rs. 35 per month including syce; Horses in infirmary Re. 1 per day; Commission Rs. 17 from purchaser and seller on horse sold.

Every care and attention devoted to Shoeing and Breaking to Harness, both being under our immediate supervision. Horses sent from up-country will meet with a ready market.

Girgaum Veterinary Stables, Bombay.

ALWAYS ON HAND,
AT
P. GRANT AND SON'S,
RAMPART ROW, BOMBAY,
SADDLERY AND HARNESS
OF EVERY DESCRIPTION.
WHIPS, SPURS,
AND
MILITARY ACCOUTREMENTS.

THE Undersigned have FOR SALE the following, Messrs. CURTIS & HARVEY'S GUNPOWDER:—

F	Rs. 11 per barrel 25 lbs. each.	
F F	11-8 do	do.
F F F	12 do	do.
F	1 lb. tin 9 per dozen lbs.	
F F	do 9	do.
F F F	do 10	do.
F	½ do 10	do.
F F	do 10	do.
F F F	do 11	do.

The above prices are subject to 2 per cent. discount.

No. 6, 1 lb cannister at Rs. 45 per case 25 lbs. nett cash.

HEPTOOLA SHAIK ADUM & Co., Sole Agents.
May 16, 1879. No. 6, Apollo Street, Fort.

M. LAVIALE'S ELECTRODYNE,

A GENUINE TESTIMONIAL.

A PHYSICIAN writes:—"I was induced to try your Electrodyne some time ago after having previously prescribed all other supposed remedies for mental depression, headache, giddiness, palpitation, nervousness and other symptoms of an overwrought brain without success. In every case its use was followed with most beneficial results, and I now feel so confident of its success that I have pleasure in stating that you may make use of this testimonial in any way you wish to bring the drug more before the public notice."

Agents for India:—A. D. JACKSON and COMPANY, Chemists, &c. Apollo House, Bombay; ABDOOL KURRIM IRJIBHOY & Co., Jackaria Musjid; and GUNPUTRAO GOROJEE, Parsee Bazaar, Fort; Messrs. MORGAN and BALCRISTNA, Poona.

For Sale at this Office.

BEST RED RULING INK.
MACHINE BLANKET
COARSE, 48 inch wide.

IRON STANDING PRESS.
In good order, very strong, with extra power size of platen 29 by 21.

LITHOGRAPHIC STONES
BLACK PRINTING INK.
ALSO
SECOND-HAND STEAMER BLOCKS AND SHIP BLOCKS.

NOTICES.

BEST MOCHA COFFEE,

ROASTED and Ground by a first-rate London Roaster, in hermetically sealed tins of 1 lb. each. Cash Re. 1-6.

TREACHER & Co. (Limited.)

J. MANOLESCU OF ROMA,

HAIR CUTTING SALOON FOR LADIES AND GENTLEMEN.
ALSO HAIR DYED.
MEADOW STREET, No. 3, FORT, BOMBAY.

NOTICE.

IT is hereby notified for the information of the Public and Traders concerned, that Government intend very shortly to issue an Order PROHIBITING the IMPORTATION by SEA into the PORT of BOMBAY of DYNAMITE or other preparations of NITROGLYCERINE; and that materials of this class will not be allowed to be imported after the date of the issue of such Order.

W. R. PRATT,
Acting Commissioner of Customs, Opium and Abkari.
Bombay Custom House, 10th June 1879.

FOR SALE,

A FEW hundred feet of CAST IRON PIPES of the following sizes:—

9 Inch Diameter.
12 ,, ,,
18 ,, ,,
24 ,, ,,
26 ,, ,,

Also a few 24 Inch bends and several T Pipes from 9" by 3" to 24" by 4." Apply to

W. & A. GRAHAM & Co.

Bombay, 11th June 1879.

SUPARI TOOTH PASTE.

The large and increasing demand which has arisen for this efficient and agreeable preparation is the best criterion of its worth as a Preserver and Cleanser of the Teeth and Gums.

Per Pot. Cash...Re. 1-4-0

PREPARED ONLY BY
TREACHER & COMPANY (LD.),
BOMBAY, BYCULLA, AND POONA.

HOWRAH IRON WORKS, STEAM SAW MILLS, AND METAL DEPOT.

THESE, the MOST EXTENSIVE WORKS of their kind in India, have been laid out with a view to the expeditious outturn of Rolling Stock, Machinery, Engines, Boilers, Pumps, Tools, &c., &c., &c.

FOR

Railways,	Indigo Concerns,	Silk Filatures,
Canals,	Gas Works,	Tea Gardens,
Collieries,	Engineering Works	Cotton & Jute Mills.
	Tanneries, &c., &c.	

The whole of our Workshops are fitted with the best and most Modern Machinery. We would direct especial attention to the act that we are able to turn out Iron Castings up to 20 Tons in weight, and Forgings up to 5 Tons. List of Foundry rates will be sent on application.

BURN & Co.

Howrah, Bengal.

JAMES MADDEN & CO.,

(LATE WHEATLEY, MADDEN & CO.,)
ELPHINSTONE CIRCLE, BOMBAY.

NOTICE to OFFICERS of the ARMY, MEMBERS of the CIVIL SERVICES of India, MERCHANTS CLUBS, and the Public generally.

MESSRS. JAMES MADDEN & Co. are prepared to GRANT DRAFTS on their London Agents, or to PURCHASE DEMAND BANK DRAFTS at the very best rates of exchange, *without any Commission.*

REMITTANCES in full must accompany instructions.

CURRENT and DEPOSIT ACCOUNTS kept.

J. M. & Co. have the pleasure to inform the public generally that they are prepared to forward *prepaid* Parcels, Packages, Baggage, &c., at the following *reduced rates of Freight* (valuables and Jewellery excepted):—

From BOMBAY to LIVERPOOL, *Six Annas* per lb., or *Rupees Two* per cubic foot.

From BOMBAY to LONDON, *Six Annas* per lb., or *Rupees Two Annas Eight* per cubic foot.

Declaration of contents and value must accompany Packages. Heavy Baggage of over one ton, charged at Cargo rates.

J. M. & Co. engage Passages, *without charge*, by any line of Steamers leaving Bombay. Baggage received to await arrival.

J. M. & Co. supply Drafts on England at the current rate of the day. Indian Money exchanged for Gold.

Address, for fuller information, to

JAMES MADDEN & Co., Bombay.

LIVERPOOL & LONDON AGENTS:
GEO. W. WHEATLEY & Co.

GENTS FOR RIDGEWAY & SONS, Army Agents, London
MAYNARD, HARRIS & Co., Army Agents, London
CURTIS & SONS……Portsmouth
DICKESON & STEWART……London

BANKERS:
CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

DINNER SERVICES.

BEST STONEWARE, BLUE LINE.

TREACHER & COMPANY (LIMITED) have received direct from a LEADING STAFFORDSHIRE POTTERY large supplies of this favourite pattern, an inspection of which they respectfully solicit.

			Cash Rs. a.	Credit. Rs. a.
12	10 inch	Meat Plates	4 8	5 0
12	10 ,,	Soup do.	4 8	5 0
12	10 ,,	Hot Water Plates	24 0	27 0
12	8 ,,	Pudding do.	4 0	4 8
12	6 ,,	Cheese do.	3 0	3 8
1	18 ,,	Well Gravy Dish	7 8	8 8
1	20 ,,	Flat Dish	6 0	6 12
1	18 ,,	do.	4 0	4 0
1	16 ,,	do.	3 0	3 0
1	14 ,,	do.	2 4	2 2
2	12 ,,	do.	3 0	3 0
2	10 ,,	do.	2 4	2 8
1	16 ,,	Fish Drainer	3 0	3 8
1	9 ,,	Pie Dish	1 0	1 0
1	11 ,,	do.	1 8	1 12
1		Covered Soup Tureen and Stand.	9 0	10 0
2		do. Sauce do.	4 8	5 0
2		Vegetable Dishes	5 4	6 0
2		Side Dishes and Warmers	16 0	18 0
1		Salad Bowl	2 8	2 12
		Full Set as above	110 12	125 0

The above with gilt handles to covered Dishes.

At an additional cost of

Cash Rs. 20-12; Credit 23.

USEFUL EXTRA PIECES.

	Cash Rs. a.	Credit. Rs. a.
1 Cheese Dish without cover	2 4	2 8
1 Pair Steak Dishes and Warmers	16 0	18 0

TREACHER & CO. (LIMITED).
SHOW ROOMS.
FORT ESTABLISHMENT.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

ORDINARY ORIGINAL CIVIL JURISDICTION.

SUIT No. 497 OF 1877.

MARRIAMBAI BINTE DAWOOJEE, of Bombay, Borah Mahomedan inhabitant, residing in Chuckla, outside the Fort of Bombay, NAMUTBEE BINTE DAWOOJEE, also of Bombay, Borah Mahomedan inhabitant, residing at Baba Dhubboo Street, outside the Fort of Bombay; ABDOOL HOOSSEIN LOOKMANJEE and RUTTONBAI LOOKMANJEE, by their guardian and next friend, the said Marriambai Binte Dawoojee, both of Bombay, Borah Mahomedan inhabitants, residing at the said Baba Dhubboo Street, outside the Fort of Bombay……Plaintiffs.

vs.

KESSERBAI, Widow and Executrix of the Last Will and Testament of the late CANJEE KHETSEY, of Bombay, Hindoo inhabitant, residing at Modee Khana Street, within the Fort of Bombay; SOOLTANALLY DAWOOJEE and JIWAJEE ALLYBHOY, both of Bombay, Borah Mahomedan inhabitants, residing at Baba Dhubboo Street, outside the Fort of Bombay……Defendants.

Appeal No. 349.

KESSERBAI, Widow and Executrix of the Last Will and Testament of the late CANJEE KHETSEY……Appellant and Defendant.

vs.

MARRIAMBAI BINTE DAWOOJEE, NAMUTBEE BINTE DAWOOJEE, ABDOOL HOOSSEIN LOOKMANJEE and RUTTONBAI LOOKMANJEE, by their guardian and next friend, the said Marriambai Binte Dawoojee……Respondents and Plaintiffs.

PURSUANT to the Decrees made in the above suit and appeal respectively, and dated the 5th of October 1877 and the 12th day of July 1878 respectively, the following IMMOVEABLE PROPERTY will be SOLD by PUBLIC AUCTION before CHARLES EDWARD FOX, Esquire, Commissioner of this Honourable Court, at his office in the Court House, on WEDNESDAY, the 18th day of June 1879, at the hour of Three o'clock in the afternoon.

All the Estate and Interest of the abovenamed Plaintiffs, Marriambai Binte Dawoojee, Namutbee Binte Dawoojee, Abdool Hoossein Lookmanjee, and Ruttonbai Lookmanjee, and of the abovenamed defendant, Kesserbai, Widow and Executrix of the Last Will and Testament of the late Canjee Khetsey, deceased, and Sooltanally Dawoojee, or any of them, in all that piece or parcel of land or Government ground, together with the messuage, tenement, or dwelling house or chawl standing thereon, situate, lying and being on the east side of Baba Dhubboo Street, in the sub-district of Bhooleshwar, outside the Fort of Bombay, containing by admeasurement 788) square yards or thereabouts, assessed by the Collector of Land Revenue under No. 3,015, and by the Collector of Municipal Taxes under Nos. 47 and 48, and bounded as follows:—that is to say, on or towards the north by Moonshi Yakub Street, on or towards the south by Eduljee Cooper Street, on or towards the east by a public passage, and on or towards the west by the said Baba Dhubboo Street, and which said hereditaments and premises were formerly and are now in the occupation of the said defendant, Sooltanally Dawoojee, and of the tenants of the Plaintiffs above named.

For further particulars and conditions of sale application may be made at the office of the said Commissioner, or at the office of Messrs. TYABJEE and SAYANI, Plaintiffs' Attorneys, No. 1, Forbes Street, Fort, and at the office of Mr. KHUNDERAO MOROJEE, attorney for Defendant and Appellant, Kesserbai, Widow of the late Canjee Khetsey, No. 41, Meadow Street, Fort.—Dated this 26th day of April 1879.

CHARLES E. FOX, Commissioner.

COMMERCIAL INTELLIGENCE.

FRIDAY EVENING, 13TH JUNE 1879.

CONSOLS in London yesterday recovered from 97 to 97¼, and Enfaced Rupee Paper advanced Fours from 76 to 78 and Fours-and-a-half from 82 to 83½; French Rentes were unchanged at 116¾.

In the General Produce Markets there is no change to note. For Seeds Reuter reports Linseed firm, Rapeseed dull, but the quotations do not bear this out, Calcutta Linseed to arrive being quoted 3d. lower, Brown Calcutta Rapeseed to arrive 1s. per quarter lower.

Piece Goods in Manchester are unchanged and Cotton in Liverpool closed dull, sales 6,000 bales, of which 700 were Surats. Prices on the spot are unaltered with the exception of a decline of 1-16d. in Mid Orleans, but from private sources we learn that Surats to arrive are still out of demand and prices quite nominal. From New York ready Mid-Uplands is still quoted at 12½ cents, but September shipment has recovered from 12·64 to 12·76. cents per lb. The receipts at the U. S. ports to date give the following comparisons :—

	This week.	Last week.	1878.	1877.
Thursday's Receipts	1,000	1,000	1,200	600
Six days' do.	6,000	9,000	9,000	8,100
Total since 1st Sept.	4,395,500	...	4,181,500	3,898,300

The Bank of England return for the week ending on Wednesday evening is more favourable again, the proportion of the Reserve to Liabilities having advanced from 52 15-16 to 54¾ per cent., the Reserve having increased by £700,000 and Bullion by £300,000, while Discounts share decrease of £500,000. Notwithstanding this, however, there is apparently a better demand for money in the open market, the rate of discount on 3 months' Bank Bills being quoted at 1¾ against 1¼, and on 6 months' at 2½ against 2 per cent. last week.

Bar Silver in London has advanced from 51⅝d. to 52d. per oz. according to Reuter, but private telegrams say 52½d. Shipments to the extent of £30,000 are advised by yesterday's P. and O. Steamer from Southampton for this port, and £30,000 in Gold is also advised.

A very marked change has come over the prospective position of Silver since yesterday, Reuter's telegram received yesterday evening and the confirmatory statement made by Mr. Goschen in Parliament last night showing pretty conclusively that the sales of German Silver, instead of being suspended only for a time, are now practically at an end. And, although the fact of the American Silver coinage bill having been negatived is to some extent an adverse feature, there can be no doubt that there is good ground for anticipating a material permanent improvement in the Metal. That the bill authorising a 5 million sterling loan for India has been passed is also an additional nature in favour of an advance, but the main point is the removal of the incubus of the German Silver, and with a strong demand for China setting in, which must mainly be supplied from India, it is difficult to see where the rise in the value of the Rupee will stop. Some people again talk of a return to 2s., and had the influences now apparent come upon us at the beginning of a large export season from India, it is not unlikely that we might have run up to somewhere in that neighbourhood, but with six months of very dull trade in prospect, we should be inclined to put 1s. 9d. as a much more probable limit. It must not be forgotten that the first effect of the rise in the Rupee will be to check exports and increase imports, and we shall probably see a large return of gold from London should rates go over 1s. 9d., whilst it becomes almost a certainty that Council drafts will be sold to the full extent of Government requirements for Home charges. We are thus in a very different position from what we were as regards Exchange before the Silver scare first made its appearance, and although a considerable improvement may be warranted, too rapid an advance will only lead to the usual reaction.

EXCHANGE this morning opened very strong with the banks all willing sellers at a rise of ⅛d. on yesterday's closing rates, but no buying rates could be elicited to begin with. During the day a further advance of ⅛d. was established in Bank Paper, but some of the banks at the same time became buyers at an equivalent advance, say ⅛d. on our yesterday's quotation. The feeling at the close is still very strong, and as we may look for higher quotations for Silver to-morrow the probability is that we shall see a further rise. We quote now :—

				per Re.
Bank Bills on demand			1s. 8½d.	
Do.	6 months' sight		1s. 8 9-16d.	,,
Credits,	3	,, ,,	1s. 8 9-16d.	,,
Documents,	3	,, ,,	1s. 8⅝d.	,,
France	3	,, ,,	2·15¼	,,

On Calcutta telegraphic has been done at 3-16, but we quote demand at ⅛ per cent. premium, 60 days' sight at 1⅞ per cent. discount.

GOVERNMENT PAPER has received a strong upward impetus from the improvement in Exchange, and there are now ready buyers but few, if any, sellers at :—Fours, Rs. 93½ to ¾; Old and-a-half, Rs. 99½ : New, Rs. 99¼ to ½.

The SHARE MARKET is extremely quiet, the usual speculation in shares at the beginning of the monsoon being all directed to Government Paper. Bank of Bombays are unchanged at Rs. 670 and in Land and Press Companies there is no movement to notice. Spinning and Weaving Mill shares are quiet, and we quote a decline of Rs. 5 in Dhurrumsey and Great Eastern, while Manockjee Petit are Rs. 5 and Morarjee Gocouldass Rs. 15 per share higher.

COTTON was in rather better request this morning, and some business was done in F. G. F. Omras and Dholleras at Rs. 232, but the rise in Exchange put a stop to the demand, and the market closes very dull with a downward tendency, the following being sellers' quotations :—

Good Ginned Broach	Rs.	248	per candy.
Good Omra	,,	235	,,
F. G. F. do	,,	230	,,
G. F. do	,,	225	,,
Good Dhollera	,,	235	,,
F. G. F. do	,,	230	,,
Good do	,,	225	,,

FREIGHTS are dull with little doing. By steam to Liverpool the nominal quotation is still 25s., but with a very limited enquiry. By sail the quotation is nominally 20s., but the ships now on the berth are practically filled up, and there is not sufficient cargo offering for another vessel to be fixed. For Havre by steamer there is some demand at 32s. 6d., while by sailing ship relets are offering at 15s. per ton. For other ports there is no change.

PIECE GOODS are extremely quiet and the offtake limited. Owing to the advance in Exchange buyers are endeavouring to establish a further reduction of about one anna per piece, but unless to put through a large line sellers do not seem disposed to give way.

COALS are quiet and no fresh business is reported to arrive.

BOMBAY BILL AND STOCK LIST.

BANKS.

Bank.	No. of Shares.	Noml. Value p. sh.	Paid up.	Last Dividend.	Cash Rates per Share.
		Rs.	Rs.	p. a.	
Agra Bank	160,000	100	all	6 p. ct	126
Bank of Bengal	40,000	500	all	4 do	720
Bank of Bombay	20,000	500	all	5 do	670
Bank of Madras	60,000	500	all	3 do	650
National Bank of India	37,320	£25	£12-10	6 do	108

RAILWAY COMPANIES.

G. I. P. Railway Consolidated Stock	..	£20	218·3·0	5 p. ct	305
Do. New £20 Shares	—	£20	130·14·6	do	28
Ditto	—	£20	65·7·3	do	72
Ditto	—	£20	21·13·1	do	32
B. B. and C. I. Ry. Co.	—	£100	1,000	do	1,100
Do. New Shares.	..	£18	196·5·15	do	250

SPINNING AND WEAVING COMPANIES.

Albert Mills	400	2,000	1,700		nomina
Alexandra S. and W. Co.	2,250	415	all	25 p. s.	nomina
Alfred Mills Co.	250	1,000	1,000	50 p. s.	800
Alliance Spinning	500	2,500	all	30 p. s.	1,250
Anglo-Indian S. and W. Company	80,000	100	100	2 p. ct	60
Bhownuggur M. and P. Company	300	2,000		40 p.s.	600
Bombay United	900	1,000	all	35 p.s*	700
Bombay Hemp and Jute Mill Company	2,000	300	all	15 p.s*	9
Broach Mills	1,800	150	all	10 p.s*	nominal
Colaba S. and W. Co.	900	1,000	all	25 p.s*	nominal
Coorla S. and W. Co.	1,000	1,000	all	30 p.s*	600
Central India S. and W. Company	2,500	500	all	30 p. s.	590
Dhurumsey Spinning	3,000	2,000	all	35 p.s*	265
Empress S. and W. Co.	700	500	all	..	350
Fleming S. and W. Co.	3,750	500	all	40 p.s*	nominal
Great Eastern	1,400	1,000	all	20 p.s*	825
Hindustan S. & W. Co.	875	1,000	all	30 p.s.	780
Hydrabad S. and W. Co	700	1,000	1,000	..	475
Jewraj Balloo Mills	750	1,000	all	35 p.s*	610
Khandeish Spinning	750	1,000	all	50 p.s*	875
K. Muconjee S. & W. Co.	1,000	1,000	all	50 p.s*	535
Madras Spinning	800	1,250	all	Nil	100
Madras U. Spinning	425	1,000	all	50 p.s*	1,150
Manchester & Bombay S. and W. Co.	80,000	50	50	..	5
Mandvie S. and W. Co.	1,200	500	all	25p.s*	nominal
Manockjee Petit's	2,500	1,000	all	40p.s*	1,060
Morarjee Spinning	1,043	1,000	all	30 p.s*	940
Mazagon S. and W. Co.	2,000	5,000	..	..	155
National S. and W. Co. of India	950	1,000	all	30 p. .	700
Nicol Press Manufacturing Co., Ld	600	2,000	all	..	do.
Nursey S. and W. Co.	2,500	400	all	10 p.s*	do.
Oriental	1,000	625	all	25 p.s*	590
Prince of Wales Spinning	600	1,250	all	75	60
Sassoon S. & W. Co.	1,500	1,000	all	25 p.s.	500
Soonderdas Spinning	650	1,000	all	75 p.s.	550
Do do. ½ Share	500	1,000	250	125 p.s.	120
Sholapore S. and W. Co.	500	1,000	all	20 p. s.	720
Victoria Mills	550	1,000	all	25 p. s.	490

* Per Share for the half-year.

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic for the week ending 7th June 1879.

Open 1,268½ miles.	Rs.	a.	p.
Coaching	1,04,874	0	0
Merchandize	4,21,888	0	0
Telegraph	1,092	0	0
Total Rs.	5,27,854	0	0
Corresponding week last year, open 1,268½ miles ...... Total Rs.	4,99,865	10	8
Increase	27,988	5	4

SHIPPING INTELLIGENCE AND LISTS OF PASSENGERS BY SEA.

THE s. s. ASHBURNE, 1,613 tons, Captain W. Hall, sailed yesterday for Pondicherry in ballast.

THE SHIP P. N. BLANCHARD, 1,582 tons, Captain N. W. Blanchard, will sail to-day for Rangoon in ballast.

THE B. I. S. N. Co.'s s. s. CHUPRA, 1,522 tons, Captain C. N. Wood, sailed yesterday for Rangoon in ballast.

THE SHIP BEN RHYDDING, 1,216 tons, Captain J. McGill, arrived in harbour yesterday from Newcastle, 4th April, with a cargo of 1,910 tons coals. The vessel is consigned to Messrs. Finlay, Muir & Co.

THE SCHOONER ADMIRAL-DE-REUTER, 207 tons, Captain S. R. Brewer, arrived in harbour yesterday from Mauritius, 24th May, with a cargo of 4,153 bags sugar. The vessel is consigned to Hajee Adum Sedick.

THE BARQUE KHIMJEE OODHOWJEE, 902 tons, Captain T. Row, arrived in harbour yesterday from Liverpool, 18th March, with a cargo of 1,060 tons coals. The vessel is consigned to Messrs. Edward, Bates and Co.

THE B. I. S. N. Co.'s s.s. ABYSSINIA, 713 tons, Captain R. L. Turner, arrived in harbour yesterday from the Persian Gulf via Kurrachee, with a general cargo and the following passengers :—Mr. McDuff, Sergt. Rogers, Rev. Father Mickle, Mr. Mahomed, and 32 deck passengers.

ARRIVALS.

June.	Vessels.	Commanders.	From.
13	Abyssinia (s)	Turner	Bussorah, May 30.
	Ben Rhydding	McGill	Newcastle, Apr 4.
	Khimjee Oodhowjee	Row	Liverpool, Mar 18.
	Admiral-de-Reuter.	Brower	Mauritius, May 24.
	I. G. P. Stewart (s)	Naine	London, May 4.

DEPARTURES.

June	Vessels.	Commanders.	Destination.
13	Gwalior (s)	Babot	Southampton.
	Ashburne (s)	Hall	Pondicherry.
	Chupra(s)	Wood	Rangoon.

The ship P N Blanchard, Blanchard to Rangoon, obtained her port clearance yesterday.

The barque Fortune, to Bangcock, was entered for loading yesterday.

CALCUTTA.

June. ARRIVALS.

9	Maclaurin	Little	Boston, Feb 22.
10	Penguin (s)	Fulton	London, Apr 30.
	Commilla(s)	Hart	Rangoon, June 5.

DEPARTURES.

June 9.—Steamer City of Cambridge.

MADRAS.

June. DEPARTURES.

10 St. Anne .... Poore.

DEPARTURE OF PASSENGERS.

Per s s Almora, for London :—Mrs Metcalf and child, Mrs Duffield, Mrs Wolff, Mr Norris, Mrs Norris and family, Mrs Glen and child, Messrs Bourdillon, Woodward, Sarkies, Elliot, Cushing, Logan, Lewis, Garby, Taylor, Petricher, McKenzie, Sim. Major, Wilson, Murray, Cook, Olsen, Hilder, Mcalpine Waller, Kent, Cooper, Patterson, Dawson, Jenning, Sayers, and Newman.

DAILY IMPORTS.—JUNE 13.

FROM LIVERPOOL.

Clan Stuart s—1,209 bundles hoop iron, S L Macnaughten; 100 cases yellow metal sheets, Volkart Brothers.

Speke Hall s—2 hogsheads claret, Finlay, Muir and Co; 195 packages glassware, Hassum Ahmed.

FROM LONDON.

Precurseur s—25 cases brandy, Benn Ashley and Co.

Flamingo s—6 cases old tom 75 cases gin and 34 cases whiskey, Muncherjee Bazonjee Lakdawalla; 50 cases copper sheets, B and A Hormusjee.

Eagle—213 packages oilmanstores, castor oil and tartaric acid, Goolamally Jewanjee and Co.

Ellen Bates—5 cases glassware, Bhanjee Veerjee; 5,089 casks hard spelter, Tezpall Cuma; 18 cases matches, Abdoolally Shaik Adom.

FROM GENOA.

Arabia s—100 cases brandy, Shapoorjee Rustomjee Sookhia.

FROM BORDEAUX.

Arabia s—25 cases brandy, D P Batha.

DAILY EXPORTS.—JUNE 13.

FOR LIVERPOOL.

Duncow,—375 cwts myrabollams, Killick, Nixon and Co; 413 bales gunny bags, Ewart, Latham and Co; 26 bales hemp, Soorjee Jevondass; 10 bales rags, M M Mody and Co; 50 bales wool, Mooljee Premjee; 20 bales hides and skins, Mahamedbhoy Abdoola; 300 bales cotton, A Blascheck and Co.

India s—5 bales rags and 26 bales wool, Pelly and Co; 100 bales cotton, Digember Ramchunder; 175 bales cotton, Lang Moir and Co; 50 bales cotton, Thomas H Moore and Co; 100 bales cotton, Heerjee Nagsee and Co; 27 bales cotton waste, C Peermahamed; 154 bales cotton, Killick, Nixon and Co.

Speke Hall s—150 bales cotton, Treecomjee Mooljee and Co; 167 bales cotton, J C Bushby and Co; 1,000 cwts wheat and 750 cwts linseed, W and A Graham and Co.

Whittier—600 cwts myrabollams, Ralli Brothers.

FOR LONDON.

Gwalior s—17½ cwts elephant teeth, Currimbhoy Alloobhoy.

FOR HAVRE.

Frolic—1,649 bags coffee, C J Khumbatta.

Flamingo s—385 bags coffee, C J Khambatta; 141 bags coffee, Punnet and Co.

FOR GENOA.

India s—300 bales cotton, Killick, Nixon and Co.

FOR TRIESTE.

Sumatra s—50 bales cotton, Gaddum and Co; 1 bale cotton, Ralli Brothers.

FOR CALCUTTA.

Canara s—220 bales cotton, Jaichund Boondalal; 46 bales cotton, Ramjeedass Luckmedass; 105 bales cotton, Ramgopall Foolchund.

VESSELS IN BOMBAY HARBOUR

FOR LIVERPOOL via CANAL.

1592 India (s), Read—W and A Graham & Co.
1730 Speke Hall (s), Brand—W. and A. Graham & Co.

FOR LIVERPOOL via CAPE.

1600 Duncow, Large.—Finlay, Muir & Co.
1295 Whithier, Swap—Lang, Moir & Co.

FOR HAVRE via CAPE.

683 Coldstream, Walker—Sir Charles Forbes and Co.
1368 Frolic, Bush—Bell, Brandenburg and Co.
672 Toftcombs, Hamilton—Finlay, Muir and Co.

FOR HAVRE AND LONDON.

1209 Flamingo (s), Ferguson—Finlay, Muir & Co.

FOR AUSTRALIA.

1719 Siam (s), Hector—Mails, 20th June.

FOR PENANG AND NEGAPATAM.

1557 Culna (s), Clarke—B I S N Co.

FOR BANGCOCK.

450 Forture, Petterson—R. Stuart & Co.

FOR RANGOON.

1428 St. Elmo, Smith—The Captain.

FOR CALCUTTA.

1248 Callirhoe, Leslie—E Bates and Co.
269 Osprey, Hughes—B. R. Pestonjee.
757 Queen of the Age, Cooper—The Captain.

FOR BUSSORAH.

625 Henry Bolckow (s). Crowden—The Persian Co.
1047 King Arthur (s), Carter—The Persian Co.

FOR MAURITIUS.

358 Bridgetown, Crisp—The Captain.

FOR MOULMEIN.

510 Thomas Wood, Ingham—W. M. Macaulay and Co.

FOR TUTICORIN.

530 Eagle, Atkinson—Finlay, Muir & Co.

FOR HONGKONG.

1884 Cathay (s), Dundas—P and O Co.

FOR VENICE.

1139 Geelong (s), Fraser—P and O Co. (1st August).
1406 Sumatra (s), Seaton—Mails, 20th June.

NOT FIXED.

207 Admiral-de-Ruyter, Brower.
1216 Ben Rhydding, Meljill—Finlay, Muir and Co.
1249 Callierboe, Delyrgy—Edward, Bates and Co.
1387 Cathcart, Crawford—N Manuckjee.
1348 Clan Alpine (s), Harley.
1015 Ellen Bates, Hodgson—Edward, Bates & Co.
915 Formosa, Hayland—The Captain.
1253 Golconda (s), Seaton—P. and O. Co.
1204 Hannibal, Skrimshire—Finlay, Muir and Co.
875 Hougoumont, Singer—W. M. Macaulay & Co.
1072 James Livesay, Smith—Edward, Bates & Co.
902 Khimjee Oodhowjee, Row—Edward Bates and Co.
1279 Kirkwood, Sinnott—Wallace and Co.
767 Koina (s), Doert—Essa bin Califa.
1430 Lucile, Scott—The Captain.
1290 Mallowdale, Dornan—Finlay, Muir & Co.
1668 McAllun More, Smith—The Captain.
1045 Mona, Evans—Owen and Okell.
1163 Monmouthshire, Potter—Killick, Nixon & Co.
1288 Peruvian Congress, Power—The Captain.
1420 Traveller, Harding—The Captain.
1080 Vixen (s), Wilson—W and A Graham & Co.
498 Volkyrien, Ramsdale—Framjee Nusserwanjee.

ROYAL NAVY AND BOMBAY MARINE.

874 Abyssinia (s), 4, James—(Harbour Defences.)
597 Amberwitch (s), Bishop.
985 Czarwitch, Elton—(I. G. S.)
1060 Dalhousie (s). Powell.
531 Kwangton (s),—(I G S).
1107 Magdala (s), 4, James—(Harbour Defences.)
417 Manora (s).
1700 Tenaserim (s), Street.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 12th June 1879.

Means of observations taken at 6 a.m., 10 a.m., 2 a.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·736
Temperature of the Air	83·6
Wet Bulb Thermometer	78·8
Dew Point	77·1
Relative humidity of Air	·815
Extent of cloudy sky (the whole sky clouded =8).	5·2
Maximum temperature of air (read at 6 p.m.)	88·5
Minimum do. do. (read at 10 a.m.)	78·4
General Direction of Wind	WNW, NNW, NNE, NE, N, NNW, NW, WNW.
Movement of wind in 24 hours	337
Fall of Rain	0·09
Total fall during the month	0·62
,, ,, year	5·88
Additional fall of rain up to 10 a.m. of 13th June.	1·60

HIGH COURT.—JUNE 14.

[Before the Honorable SIR CHARLES SARGENT.]

Suits for hearing and final disposal.

LONG CAUSES.

426-78—In person (a pauper) Hurrichund Dashruth vs Jotceram Wittoba—H Bicknell.
556-78—Macfarlane and G—Dorabjee Jeevajee vs Mahadoo Bunajee—Crawford and B.
632-78—Tyabjee and S—Hajee Khulfan Ruttonsey vs Hajee Mahomed Hussein Nassur and others.
33 79—Tyabjee and S—Dhurrumsey Khimjee vs Narayen Morojee—Crawford and B.
782-77—Shapurjee and T—Jethibhai alias Ruttonvahoo vs Dyall Bhimjee—Bhaishunker N.
392-78—Lynch and Tobin—Jaikisondass Nundram vs Kurmookroy Khetsidass and others—Shapoorjee and T.
524-78—Shapoorjee and T—Hurmookroy Khetsidass vs Jaikisondass Nundram—Lynch and T.
22-79—Shapoorjee and T—Lukhmidass Khimjee vs Hurridass Vulubdass.

[Before the Honourable Mr. JUSTICE GREEN.]

Suits for hearing and final disposal.

LONG CAUSES.

446-78—J C Cama—Camajee Jeejajee vs Hajee Cassum Joosub—Chalk and W—Part heard.
548-78 In person (a pauper) Thacker Pragjee Dayal vs Lukhmidass Khimjee and another—Shapoorjee and T.
356-78—Rimington H and C—Oodhowjee Nathoo vs Morarjee Currumsey and others—A F Turner (settled.)
179-78—Smith and F—Javeryahoo vs Lukhmidass Narron—Macfarlane and G.

MILITARY INTELLIGENCE.

ARRIVALS.—JUNE 11.

Carnegy, Col, 21st Bombay N I, from Mahableshwar.
Snodgrass, Captain, R A, from Purandhur.

JUNE 12.

Mackenzie, Surgeon Major, from Matheran.
Street, Major, Staff Corps, from Simla.

JUNE 13.

Hailer, Col, Staff Corps, from Tanjor C P.
Porter, Lieut, R E, from field service.

DEPARTURES.—JUNE 13.

Marshall, Major Genl, to England.
Van-Someren, Captain, Staff Corps, to England.
Street, Major, Staff Corps, to England.
Gardiner, Capt and Adjt, R A, to England.
Middleton, Lieut, 15th Hussars, to England.
Simpson, Surgeon Major, to England.
Young, Surgeon, to England.
Snodgrass, Captain, R A, to Rajkote.
Gatacre, Major, 23rd Bombay N I, to Ahmednagar.

THE BOMBAY VOLUNTEER RIFLE CORPS.

REGIMENTAL ORDERS

BY LIEUT. COL. W. S. HEWETT, COMMANDANT, B. V. R.

Bombay, 13th June 1879.

1 The range at Colaba will be open for practice, only on Tuesdays and Fridays morning and evening until further orders.

2 The following promotions have been sanctioned by Government :—

Lieut D S Kemp to be Captain vice Hore promoted.
Mr F Hoar to be 2nd Lieutenant vice Kemp promoted.

By Order, F. STOKES,
Captain and Adjutant, B. V. R.

CALENDAR FOR JUNE 1879.

PHASES OF THE MOON.

Last Quarter .... 11th, 9h, 47·3m. p.m.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
		H. M.	H. M.	H. M.	H. M.
June. Sat. 14	......	5 23	6 35	7 34 m 7 12 a	0 58 m 1 24 a
Sun. 15	1st Sunday after Trinity.	5 24	6 36	8 40 m 8 6 a	1 51 m 2 30 a
Mon. 16	English Mail expected.	5 24	6 36	9 33 m 8 55 a	2 39 m 3 26 a
Tues. 17	......	5 24	6 36	10 18 m 9 40 a	3 23 m 4 13 a
Wed. 18	......	5 25	6 37	10 55 m 10 22 a	4 3 m 4 52 a
Th. 19	......	5 25	6 37	11 30 m 11 9 a	4 41 m 5 29 a
Fri. 20	Accession of Queen Victoria.	5 25	6 37	0 3 a 11 38 a	5 18 m 6 4 a

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

ROBERTS—June 12th, at the Church Mission House, Nasik, the wife of the Rev. W. A. Roberts, of a son.

THYNE—June 4th, at Aden, the wife of W. K. Thyne, J. P. and Conservator of the Port, of a daughter.

OTHER PRESIDENCIES.

BIRTHS.

TIMS—June 11th, at Madras, the wife of Mr. A. W. J. Tims, of a son.

WARWICK—June 7th, at Calcutta, the wife of J. B. Warwick, of a son.

MARRIAGES.

GROSSETT—MARSHMAN—June 4th, at the Union Church, Mussoorie, by the Rev. J. Gelson Gregson, Sergeant-Major George Grossett, M. V. R. C., to Miss Agnes Marshman.

DEATHS.

MARTIN—May 27th, at Fort St. George, Madras, at the residence of his son, Patrick Martin, of Cork, Ireland, and late District Jailor, Cuddalore, aged 73 years.

NOTICE.

MR. ISAAC WEIR *is appointed Manager of the "Bombay Gazette" from this date, and is authorised to sign Bills on my account.*

J. M. MACLEAN.

12th June 1879.

All MONEY ORDERS, CHEQUES and other Remittances, sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

SATURDAY, JUNE 14, 1879.

WE would draw attention to the able letters addressed to us by our correspondent "Scrutator," one of which appears in our columns this morning, and in which the present position of the Revenue Survey rules as applied to the Deccan is most clearly set forth. The thirty years fixed tenure system at a certain fixed and unaltered average rent and no remissions may be theoretically correct, but in practice it does not appear to work satisfactorily. It is very true that during those thirty years there may be a succession of prosperous seasons in which the ryot all round ought easily to meet the demands that are made on him, and have something over besides, wherewith, if he were thrifty, to provide for the time when his yearly balance would be on the wrong side; the Government demands may, on the average, be most reasonable, and one good year may enable the cultivator to more than make up for many bad ones, and so in ordinary times the plan may work smoothly and well. We have recently had, however, a long succession of extraordinary and of very bad years, in which the production of the land has not only been below the average, but has not in many cases been enough to put the landowner in sufficient funds to meet even the Government demands, so he has unavoidably got into debt. The fact is, the thriftless kunbi of Western India when he has a good season forthwith spends his surplus returns; when he has a bad one, he goes to the sowcar, and as time rolls on he thus necessarily becomes more and more inextricably involved, so that the average system is apparently not suited to him. But it is a question, whether, while retaining the plan of fixing his contributions to Government at an average rate, it would not be possible to meet the difficulty by allowing him, when hard times come, to get into arrears with the Government itself and not with the more grasping village sowcar. For instance, Government might remit revenue during two or three seasons of famine, but subsequently two or three seasons of exceptional prosperity may occur, and if the revenue formerly remitted is not then recovered Government will have suffered an unjustifiable loss. In some plan of carrying over deficits in a business-like manner to more prosperous times will probably be found the solution to the present difficulty. In India, hard and fast unalterable rules are a mistake, and greater elasticity in the administration is required. As "Scrutator" remarks, the question at issue is, however, not one for dogmatic assertion but rather for calm and thoughtful investigation. We accordingly welcome to the discussion all such contributions as those which Mr. Hamilton of Nassick and "Scrutator" have favoured us with during the past month.

THE singular manner in which many Anglo-Indian marriages are contracted must lend a colour to the imputations so often thrown on Anglo-Indian society. Of course that colour is black—black as Indian ink. We make this remark because, in the alliances spoken of there is now-a-days little or no interchange of heart or sentiment, but only a passing fancy on one side, and cold and most unfeminine-like calculation on the other. Frequently the ill-assorted couples are married on no better acquaintance with one another's disposition than that which a few dances and *burra kanas* can afford, and when this is the case—when the manners of public society are put away with the honeymoon, and when Corydon and Phyllis begin to calculate the consequences of what they have done—it is not wonderful if they sow the seeds at this time of what will perhaps blossom years afterwards into a divorce court scandal. The French make marriages of convenience, but the French couple's parents are more responsible for the nuptials than themselves. Moreover, Hymen sits very lightly on Monsieur—as also on Madame too. In India, although parents may do their best to bring about good catches and matches, they cannot arrange marriages as they are arranged in France; the young people will have a voice in the matter : so much so, that when a girl makes a mercenary marriage in India or a gentleman a foolish one, he or she, not their papas and mamas, obtain all the credit of it. However, parents can exercise one sort of influence which seldom bears good fruit. They can educate their daughters into the belief that a good match without love is better than a poor one with it, and that they succeed is shown in the pretty though rather common person of the typical "spin,"—an artless damsel who has sweetness for two-thousand-a-month wallahs, agreeability for one thousand men, condescension for all down to the five hundred a month level, and scorn for every man below it. This damsel has not, as in France, been brought up in a convent—far from it. She has not been rendered plastic for her mother's moulding by nuns and confessors. But a long separation from the ennobling influences of a home, together with a boarding school education in far away England, will do just as much to make a girl amenable to what worldly people call "her own interests" as all the convents in the world, and will give the mercenary mother the supreme gratification of knowing that in the art of making a "prudent" marriage her daughter is a greater proficient than herself.

In the early days of Anglo-Indian society young women were bundled out of Europe for the Indian marriage market with scarcely any sense of delicacy or decency. They were imported like Waler horses and sold almost as publicly. But these unfortunate young things were not without a certain amount of sentiment, natural to their youth and sex, and which entitled them to our tender consideration. If they were sent out to old liverless nawabs, they at least went weeping. We ourselves sympathise most thoroughly with the flirtations with the midshipmen and cadets of the fine frigate-built ships of that period, even while we shudder at what happened when old Curry the expectant came to hear of it. And then there were all the new engagements the engaged one contracted on the voyage, showing at all events that there was some warmth and passion in her—taking her at her worst as a consignment of goods to Bombay or Calcutta. But the typical Indian girl of these days is without either sentiment or passion, and is so cold and calculating that even her own typical Indian mother stands in awe of her. Who ever hears of her flirting with the ship's officers, or "committing" herself with any man, *without an income*? More than this, who ever hears her speak of love but to scoff at it as the peculiar property of simpletons? This worldly young lady has her own ideas of what properly constitutes the wedding state, and if they could be condensed into two words, these two words would be a "suitable establishment." However, young women who set their minds upon marrying establishments, not men, are likely to meet with crosses in their wedded life. Marriages of the kind generally occur where the man is in love and the woman is not, and in India an unloving woman has no recourse to kill time but flirtation. She has made her marriage of convenience for herself, but she finds that something is lacking in the establishment for which she sold herself. If she had only thought of entering a *cavalier servant* among the items it might have been considered complete, but even the calculating young lady has not yet reached a pitch of audacity so high as this; she allows her husband to find out only *after* marriage that the gallant cavalier is an absolute necessity of the situation.

That women in all countries and in all ages sell themselves for money is a fact that goes without saying, but nowhere does a mercenary young woman appear to greater disadvantage than in India. She is not lost or ignored among a crowd of others of her kind, as in London, but stands out on the canvass of an Indian station a prominent figure challenging notice. And doubtless her friends (?) and admirers are not a little to blame for encouraging Miss Phyllis to contemn love in a bungalow as something quite too awfully unfashionable, and not to be thought of for a moment; for it is the interest of all the men who cannot marry or who do not, to bring about a good match for Phyllis or no match at all. If she weds with some old fellow with lots of money she will still be available for purposes of flirtation—to which a pleasant house and good dinners will be superadded; but if she marries for love and badly—that is to say, as some old Anglo-Indian gossip expressed it, marries "a one horse trap," she is lost to her fair-weather friends for ever, for there is nothing more, neither hospitality or amusement, to be had out of her. The girls who come to India in these times no doubt entertain the most extravagant ideas of a "suitable establishment," though where they get them it is impossible to guess. Often as not they have literally nothing to bring a husband but the clothes they wear, and as these things are quite as fancifully fashioned as the gear which aroused Petruchio's ire, and will wear as short a time, a marrying man may be thought to be making an unprofitable investment of himself. At all events, he deserves something better than the scorn of a pretty upturned nose. However, young ladies are sometimes silly, and parents unwise, and the one goes on expecting the great match that does not perhaps come, while the other goes on dressing a daughter up for it, until both are at last well nigh bankrupt in sentiment and pocket. If the mercenary match *is* made, of course it is thought that the end justifies the means, but what an end that often is, let those who know Indian society say!

Old fashioned people have old fashioned ideas; still there is some sense in the reminiscences of those fogies who, speaking of a byegone age, relate how young men were not afraid to marry young women, and how the latter were content to be happy if poor. It is more reasonable indeed to expect such happiness as India has to give in a love match than from a mercenary match. Because a life of quiet domesticity is that best suited to the climate, but such is scarcely to be practised when the lady claims an Indian grass widow's right to every kind of dissipation, and the husband must either indulge her in her caprices or be reassured yet once again that she married his money and not himself. Of course no reference is here made to the couples who are so very fortunate as to have money and love together, but only to those who are the outcome of mercenary matches of the most deliberative kind. The old people tell us that they can remember the time when the same class of young lady who now must have dresses by Woerth, was content to marry a subaltern, and often did so; and how the pair managed to struggle on somehow or other—on the whole not unhappily—into the haven of a staff appointment or better pay; and how there was—not perhaps less scandal in India then than now, but less occasion for it. But whether reminiscences of this kind are to be trusted or not, there are very few young ladies who come to India in these degenerate times who would marry a subaltern in lieu of their great expectations. There are very few whose aspirations are not commensurate with their milliners' bills, and, we regret to use the word in an invidious sense—their education. For, indeed, the curriculum of a young woman's education in these days appears to us as calculated to unfit her for more places than India.

WE extract the following interesting remarks from a private letter written from Rangoon :—"I have been rusticating in Mandalay for the past two months, and with heat, dust, and absolutely nothing doing, I never before spent a more miserable period. There is no chance of a row. Our policy is emphatically to keep quiet. Our troops may remain on the frontier for a little longer and will then be withdrawn, but they will have nothing in the way of fighting to do in Upper Burma. They ought never to have been moved to the front at all, for the expectations of war which the movement created have undoubtedly gone far towards ruining British trade throughout the country." This perhaps is about as clear a view of the position as it is now possible to obtain, although the public will hardly agree with the writer that no precautionary measures should have been taken at all. At the time the troops were moved, it was difficult to say whether King Theebaw meant to attack us or not. At all events an end should now be put one way or another to the existing uncertainty.

THE RULING PRICE OF SALT.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Will you be so good as to publish the following with a view to draw the attention of the authorities to the subject? I do not think Government has increased any duty upon salt, and yet the retail dealers have been selling it at 3½ annas per paili since 10 days ago; before which it was sold at 2½ annas per paili only.

Would it not be proper for the authorities to take steps to prevent the salt being sold at the present high price, of which the poor people are complaining? It is a substance without which nobody can do; even those who live by begging, do also necessarily require it.

PITY.

A PASSAGE in a letter from Prince Albert to his eldest daughter, published in the recent volume of the Prince's "Life," is remarkably significant :—"I was certain that 'The Saint's Tragedy' would not only interest and impress you, but that you would comprehend and grasp the inner spirit of the work. The substitution of doctrines made by stupid men for laws of God-made nature is the core of Catholicism; the good God did not understand how to make His own world, nature is wicked, given over to destruction—a thing to be abhorred. Yet stay. Not so. The good God made it in the beginning altogether good, and the devil has spoiled His handiwork; it is, to speak properly, the workmanship of the latter, and God is unable to help Himself. Then comes the Church, and helps Him out of His trouble; she destroys this wicked, degenerate nature for Him, and magnanimously gives Him His own. This is the true meaning of the flesh and the devil, as presented by the Church."

THE POONA FIRES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The leading article in yesterday's *Times of India* commences—

"The motives of the so-called incendiary fires at Poona have at length been traced to a proper source and are proved to have had no political meaning whatever. The fires originated in a cause common enough in the annals of the criminal courts at home, and the wretched men, who destroyed several lakhs worth of property in a silly endeavour to conceal a paltry defalcation, have been very justly punished with the utmost severity the law allowed."

In another column in the same paper the following paragraph occurs :—

"Whatever fresh light may be thrown on the Poona incendiarisms by further investigation, there is one point in which the statement of the elder Ranade, the book depot keeper, is demonstrably incorrect. At his trial he said, 'I made the true statement before the magistrate.' But, in the statement before the magistrate, he said, 'I have been keeper of the book depot since 1862. For eight years I did not balance my accounts, and there was no inspection. When I did inquire into matters I found Rs. 4,000 were missing.' Now this is a matter of fact capable of being brought to the test, and we have it on the best authority that the book depot was regularly inspected, and both the accounts and stock audited annually for several years past. The last inspection took place a few months ago and the stock of books in hand and the cash balance were counted and found to tally correctly with the accounts of the head office in Bombay. The impression is universal amongst educated natives, both in Bombay and Poona, that the confessions of the depot keeper and his son are not at any rate the whole truth."

Mark, the *Times of India* has it, "on the best authority," that there was no defalcation, as stated by Ranade. After all, then, "the motives of the so-called incendiary fires at Poona" have *not* "at length been traced to a proper source" and are *not* "proved to have had no political meaning." So much for your contemporary's *consistency*! He strains every nerve to soap the natives. It is hoped, however, he is not always going to do this in the face of facts. He ought to give his readers credit for sense.

June 12. A.

THE SURVEY SYSTEM AND THE RYOT.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In a former letter I have endeavoured to show that the impoverished state of a large portion of the Bombay peasantry was mainly due to the injurious influence of the prevailing Land Revenue and Survey system. I purpose now to notice briefly the main defects of that system, and to point out in general terms where reform is apparently needed. In order, however, to prevent misapprehension there is one preliminary point of importance to which I would invite attention. Differences of opinion may easily be held regarding the merits or demerits of the new tenure created by the Survey, and of peasant proprietorship in general. I must premise that I have discussed the subject of agrarian indebtedness on the simple hypothesis that the maintenance of peasant proprietorship was desirable. Of course, I am aware that this assumption may be, and in fact often is, denied; but there can, I think, be no doubt that the assumption in question does, in fact, underlie the whole of the policy which dictated the existing Land Revenue and Survey system. By the creation of the present Survey tenure it was apparently decided that a system of peasant proprietorship was considered to be politically expedient. This decision was a momentous one; and involved, as it could scarcely fail to do, a complete revolution in the condition and prospects of the agricultural class. It was perhaps scarcely possible at the time to forecast with any degree of accuracy the probable consequences of so important a step; but it appears to have been altogether overlooked that a class which had never been accustomed to exercise the rights of property would not improbably find great difficulty in maintaining their position. Whatever opinion, however, may be formed regarding the wisdom of the policy inaugurated by the Survey, there can be little doubt that it was dictated by most sincere and honest motives. It was clearly recognized that the security of the country very largely depends upon the general happiness and contentment of the agricultural classes; and the creation of peasant proprietorship was undoubtedly intended to increase the general welfare of those classes.

But philanthropy alone is no guarantee for the success of any political expedient; and experience shows that the experiment of creating peasant proprietors in this Presidency has by no means been an unqualified success. There are many persons who complain that the Survey has created a useless and improvident class of pauper proprietors, and that the labour market has been seriously reduced by the wholesale transformation of hired labourers into peasant farmers. It is urged that this depletion of the labour market and creation of a class of pauper proprietors were ruinous mistakes; and that the country would be benefitted by the extinction of this class, and by a large increase in the numbers of labourers for hire. Peasant proprietorship is, moreover, regarded by many as being inconsistent with sound financial policy. Peasant proprietors are, it is said, a hopelessly improvident class, with no capital to fall back on, and invariably dependent on the village money-lender. A class of this kind, existing only on sufferance, and having no element of permanence about it, affords, it is said, a dangerously weak basis for any important financial system. If peasant proprietors cannot hold their own, better that they should be extinguished as soon as possible and be replaced by a more thrifty and substantial class. Reasoners of this kind will regard with equanimity the hopelessly embarrassed state of the majority of the peasantry; and will complacently argue that the sooner they are dispossessed of their property, and replaced by the native capitalist, whose servants they will necessarily become, the better for the financial interests of the country.

Now I do not for a moment deny that from many points of view there is much to be said in favour of such reasoning; and, in fact, if the Government of this country could be conducted on purely financial principles, the reasoning would almost seem to be conclusive. There can be little doubt that could the possession of the land be peaceably transferred on an extensive scale from the present pauper class to substantial native capitalists, the Government Land Revenue would be placed on a far firmer and more substantial foundation. But who can seriously imagine that a change of so fundamental a character could possibly take place under present circumstances without the gravest political danger? Deprive the agricultural classes of their present stake in the land, and we shall assuredly transform the most loyal and submissive peasantry into a nation of ruined and discontented Helots. A population solely dependent upon the demands of the labour market, with no direct and personal interest in the land, the servants and bond slaves of a class which had supplanted them, would at once give rise to very serious difficulty; and the traditional feelings of loyalty and contentment which now characterise the agricultural class would probably be replaced by very different sentiments. The suggested danger may of course be denied, or if admitted, may be regarded as one of the necessary risks incidental to foreign rule. But whether the danger be admitted or denied, it is well to bear in mind that the agricultural revolution supposed is a very serious subject, which requires to be examined with the utmost care, and the danger, moreover, is not merely hypothetical. In many parts of the Presidency such a revolution is now taking place. The land is gradually passing into the possession of the native capitalists; and the former proprietors have degenerated into hired labourers. If the creation of peasant proprietors in the first instance was a wise and politic step, the destruction of that class under the operation of our own rules is apparently much to be regretted. Those who believe as I do that a system of peasant proprietorship affords on the whole the strongest guarantee which can be found for internal peace and security, will lament the extinction of the present class of proprietors, and all the more so because they have been ruined, not so much through any fault of their own, as in consequence of the harsh and mechanical system which we ourselves have introduced.

The problem then requiring solution may be briefly stated as follows :—Given a nation of peasant proprietors on the footing established by the Bombay Survey tenure, how are we, with due regard to the financial necessities of the Empire, to maintain that tenure and to prevent at the same time the ever-increasing impoverishment of the cultivators. There are many who will say that the problem thus stated is insoluble; and that if the maintenance of peasant proprietorship be deemed a political necessity, the Government must be prepared to submit to a considerable sacrifice of public revenue. I believe that this view is so far correct that if the present class of proprietors is to be supported, some sacrifice must be made; and if this principle be admitted it will not be difficult to indicate in general terms the direction in which a change of system is necessary. Let us consider for a moment what the assessment fixed by the Survey really means. It is not, in fact, the estimated average money value of that portion of the produce which the Government in its capacity of State landlord chooses to take from the cultivator. If it be so—and I believe this description though roughly expressed is sufficiently accurate for all practical purposes,—it apparently follows that assessments are liable to be essentially affected by the condition of prices. If prices rise while the assessment is fixed, the State landlord will lose what the tenant gains by the rise. The State, in fact, by the adoption of a system of fixed assessments for a term of 30 years, is estopped from profiting directly by a rise of prices during the period that the settlement is in force. If, therefore, a rise takes place the immediate benefit is reaped by the cultivator. On the other hand if prices fall the whole of the loss must necessarily fall on the cultivators, for the State is protected from such loss by the device of a fixed assessment. It is only on the assumption of prices remaining stationary that one or other of the parties can avoid injury under a system of fixed assessments, but experience shows that this condition is very seldom realized. Under these circumstances it would seem that a system of fixed assessments for 30 years is open to objection both on equitable and scientific grounds. The only merit which can properly be claimed for such a system is, that in a prolonged period of falling prices it efficiently protects the Government against loss; but against this merit must be set off the apparent injustice of compelling the cultivator to bear the whole of the loss which is entailed by the adoption of an arbitrary and unscientific system. But whatever may be the amount of the loss which is entailed on the peasantry by the cause adverted to, that loss is enormously increased by the adoption of a rule that remissions are inadmissible. For the condition of prices the State landlord cannot in fairness be held responsible; but to repudiate remissions altogether as being inconsistent with the Survey system is apparently to substitute a mere arbitrary rule for the dictates of equity and common justice. The rule in question appears to be entirely at variance with the essential principle on which, as above explained, the Survey system really rests. If the Survey assessment really represents the estimated money value of the portion of the produce claimed by Government, surely circumstances may easily arise in which the levy of any assessment at all is obviously unjustifiable. A drought or a famine may occur; and the cultivators' produce may be absolutely *nil*. A similar result may easily be produced by numerous other causes only too familiar to agriculturists, such as locusts, rats, floods, or pestilence. Where there is no produce to be decided the State share must necessarily be *nil ex nihilo nihil fit*. To this criticism it is no sufficient answer that in ordinary years the Government demand is extremely moderate, and that the State is therefore fully justified in recouping itself as far as possible by imposing a moderate fixed assessment, and by making it a rule of practice to refuse remissions. Before such an answer can be regarded as even plausible, it would be necessary to compare the aggregate amount leviable on account of the fixed assessment during a series of years with the estimated value in money of the cultivators' actual profits during the same period. That these profits are liable to be grievously affected by agricultural risks of all kinds, as well as by the ruinous interest demanded for the accommodation loans, rendered necessary by the existing Government rules, is certain; and could the suggested comparison be made with any sort of approach to accuracy, the real character of the Survey system would soon become manifest.

The question at issue is, however, one not for dogmatic assertion, but for calm and thoughtful investigation. All I contend for is that in the face of the notorious and increasing indebtedness of the peasantry in all parts of the Presidency, and of the manifest tendency of the Survey rules to drive the ryot into debt, the *onus probandi* clearly lies on those who support the existing system.

SCRUTATOR.

THE ONCE RADICAL PREMIER.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—It is remarked with surprise in the English papers that the Premier should have gone in the teeth of his early convictions in supporting the Bishops against the opening of public museums on Sundays, and it is expected that his action on this question will lose him many supporters at the coming election. How radical were his views in the earlier stages of his political career is often forgotten, and in re-reading after 30 years, as I have done, his political novel "Coningsby," I am now more than ever impressed with the genius and originality of the man. As a specimen of his views on one burning question, that of Church and State, can anything be more pointed and searching than the extract I here give from the novel mentioned?—

"What can be more anomalous than the present connexion between State and Church? Every condition on which it was originally consented to has been cancelled. The original alliance was, in my view, an equal calamity for the nation and the Church; but at least it was an intelligible compact. The only consequences of the present union of Church and State are, that on the side of the State there is perpetual interference in ecclesiastical government, and on the side of the Church a sedulous avoidance of all those principles on which alone Church government can be established, and by which alone can the Church of England again become universal.

"It (the Church) would do as great things now, if it were divorced from the degrading and tyrannical connexion that enchains it. You would have other sons of peasant bishops of England, instead of men appointed to that sacred office solely because they were the needy scions of a factitious aristocracy; men of gross ignorance, profligate habits, and grinding extortion, who have disgraced the episcopal throne and profaned the altar.

"There is, I think, a rising feeling in the community, that parliamentary interference in matters ecclesiastical has not tended either to the spiritual or the material elevation of the humbler orders. Divorce the Church from the State, and the spiritual power that struggled against the brute force of the dark ages, against tyrannical monarchs and barbarous barons, will struggle again in opposition to influences of a different form, but of a similar tendency, equally selfish, equally insensible, equally barbarising.

"Holy Church, transformed into a national establishment, and therefore grumbled at by all the nation for whom it was not supported! What an inevitable harvest of sedition, radicalism, infidelity! I really think there is no society, however great its resources, that could long resist the united influences of chief magistrate, virtual representation, and Church Establishment."

Can any one doubt, after reading this, that had he not allied himself to a political party whose traditions and principles bind him to a shibboleth of *non-possumus*, we should have seen him trying his hand at iconoclasms of one sort or another?

P.

BOMBAY.

THE STORM.—During the storm yesterday morning, the rainfall in the Fort was 2 in. 95 cents, and at Byculla 94 cents.

POLICE COURT FINES.—The fines recovered for the month of May last, inflicted by the three Presidency Magistrates of the Police Courts, Fort, and Girgaon, amounted to nearly Rs. 8,000.

THE Indian Government s. s. Patrick Stewart, 1,138 tons, Captain J. Nairne, arrived in harbour yesterday from London, which port she left on the 4th May, with Government stores.

PLUNDERED ORNAMENTS.—A vernacular paper called *Dyn Bundoo* hears that the ornaments plundered by the gang of the notorious Wasoodew Bulwunt are taken in pawn in the City of Poona. We (*Poona Observer*) hope that the police are alive to the fact.

MISAPPROPRIATION OF PROPERTY.—A Mahomedan, named Abba Dawood, was yesterday convicted by Mr. W. Webb of dishonestly misappropriating to his own use a silver waist chain, valued Rs 12, belonging to Gopinath Vishnoo. He was sentenced to three months' rigorous imprisonment.

THE annual meeting of the Society for the Propagation of the Gospel, which owing to unavoidable circumstances has been so long delayed, will, we find from an advertisement in another column, be held in the Cathedral High School on Wednesday next. The Bishop of Bombay will take the chair.

SUICIDE.—A Coroner's inquest was held yesterday at the Esplanade on view of the body of Gunga, woman, whose body was found floating on the previous afternoon in a well on the Esplanade. The body was much decomposed, but bore no marks of violence. The verdict was, "that the death of the deceased was caused by her having committed suicide by drowning herself in a well."

THE EAST INDIA BANK PETITION.—The petition for the removal of the liquidators of the East India Bank, which was fixed for hearing before Mr. Justice Bayley yesterday, has been postponed. His Lordship said it was a chambers matter and might be heard before the judge in chambers. The matter was afterwards mentioned by Mr. Gill to Mr. Justice Green, the judge in chambers; but as the other counsel were not present it stood over for another day.

A SUMMARY SUIT.—At the High Court yesterday, a summary suit brought by Sutramsing Mungoomull against Heeravahoo and others was heard before the Hon'ble Mr. Justice Bayley. Mr. Jardine, instructed by Messrs. Crawford and Boevey, appeared for the plaintiff, who claimed to recover Rs. 2,500 on each of two hoondies, payable sixty days after sight, dated the 15th and 28th March 1879 respectively. Credit was given to defendant for certain payments on account; and his Lordship gave a decree for plaintiff for Rs. 4,510, with interest and costs.

EVADING THE OPIUM LICENCE.—Two Hindus, named Hurdoo Noormul and Shewbuccus Tewady, were yesterday both convicted by Mr. C. P. Cooper, at the Fort Police Court, of having in their possession a greater quantity of opium than ten tolas, in contravention of the rules laid down under the Opium Act, and also of selling opium by retail without a licence. Prisoner No. 1 was fined Rs. 50, or in default two months' rigorous imprisonment, and prisoner No. 2 was fined Rs. 200, or in default three months' rigorous imprisonment. The opium found in the possession of the prisoners was ordered to be confiscated.

BOMBAY GYMKHANA CRICKET.

THE match, Merchants *vs.* The World, which was left unfinished on Saturday last, will be continued this afternoon, play commencing at 2-30 punctually.

PAGE'S CRICKET-BATS, BALLS, &c., Foot Balls and Lawn Tennis. Manufactory, Kennington, London.

A DISPUTED SHARE TRANSACTION.

KHIMJEE LUKHMIDAS *vs.* DINSHAW MANOCKJEE PETIT.

AT the High Court on Thursday, Sir Charles Sargent gave his decision on a point reserved in the above case, in which the plaintiff sought to recover Rs. 10,500 as damages for breach by the defendant of a contract for the purchase of 50 shares of the Nursey Spinning and Weaving Company, sold by the plaintiff to the defendant. Mr. Latham and Mr. Farran, instructed by Messrs. Shapurjee and Thakurdas, appeared for the plaintiff; and Mr. Macpherson, instructed by Messrs. Craigie, Lynch, and Owen, for the defendant.

On the 20th December, 1878, the plaintiff, who was the holder of 50 shares of the Nursey Spinning and Weaving Company, sold them to defendant at Rs. 250 per share. These shares had been mortgaged with the plaintiff by Nursey Kessowjee and Co. Upon the sale being effected by plaintiff's broker, Ruttonjee Manockjee Rutnagur, the plaintiff executed a transfer and sent it to the defendant for his signature. The latter signed it and sent it duly signed back to the plaintiff. It was afterwards handed to defendant's broker, Cowasjee Hormusjee, in order to get the defendant's signature duly attested. The transfer paper remained with the defendant or his broker and had not been returned to the plaintiff. Defendant had since the execution of the transfer refused to accept and pay for the shares, alleging that he did not purchase them from the plaintiff, who thereupon filed the present suit. The defendant denied the truth of the allegations made in the plaint. On the 19th December 1878, he instructed Cowasjee Hormusjee, his broker, to buy shares for him in the said company; and on the following day, Cowasjee bought 50 shares at Rs. 210 per share from a vendor whom the defendant afterwards ascertained to be Ruttonjee Manockjee Rutnagur. On the 28th December, Ruttonjee purchased the 50 shares from defendant at Rs. 75 per share; and the two contracts of purchase and repurchase were closed by defendant paying to Ruttonjee the difference between the price of the 50 shares at Rs. 210 and the price at Rs. 75 per share, which with the brokerage amounted to Rs. 7,000. On the occasion of the purchase of the shares at Rs. 210 per share, Cowasjee Hormusjee brought to defendant a deed of transfer signed in the plaintiff's name as transferor and in other respects blank. At defendant's request his son signed the deed as transferee, the number of 50 shares and the price of Rs. 210 per share having been first inserted in the body of the deed. On the occasion of the payment of the Rs. 7,000, the defendant's son tore off from the deed the part containing his signature. Defendant said it was untrue that there was any contract between him and the plaintiff in regard to the 50 shares.

His Lordship, in giving judgment in the case on the day the court rose for the vacation, entered a decree for the plaintiff for Rs. 3,750 on his executing the transfer of the shares; defendant to pay plaintiff's costs. Defendant had paid the broker only Rs. 135 per share; and his Lordship gave judgment for the plaintiff for the difference, that is, Rs. 75 per share.

After judgment had been given, Mr. Latham brought to his Lordship's notice that Rutnagur, the broker, had given a guarantee to defendant for the whole amount of the claim, and that therefore the decree should go for the full amount. The learned judge remarked that the point as to the guarantee did not strike him at the time of considering his judgment, but that he would consider it after the vacation. The case was accordingly again set down on his Lordship's board on Thursday, when his Lordship remarked that the point reserved was as to whether Rs. 75 or Rs. 210 per share should be allowed to the plaintiff. In the view his Lordship took, it was not necessary to say if the payment of the Rs. 7,000 by the defendant was good or not. As to the evidence of custom, so far as the right to pay the broker went, the custom might be recognised; but so far as the right to settle with the broker went, his Lordship thought it was an unreasonable custom. As regarded the resale of the shares at Rs. 75 per share, the defendant was liable; and as regarded the residue payment, it was good by virtue of the usage of the bazar. It was scarcely clear on the evidence whether Rs. 6,750 was actually paid on account of the transaction; but his Lordship should think it was. His Lordship did not therefore alter his judgment, but allow the decree he had given for the plaintiff to stand.

ADDITIONAL PASSENGERS BY THE HOMEWARD MAIL.

THE P. AND O. Co.'s s. s. GWALIOR, Captain J. C. Babot, sailed yesterday for Southampton with the Europe Mails and the following additional passengers :—

For Southampton—Mr Roger Bertram, Mr John Brown, and Mr W Grindal and 2 children.
For Brindisi—Rev F G Lys.
For Venice—Mr C Monnet.
For Aden—Eayah Athman, Hajee Sulleeman, Omar Effench and 3 followers, Amir Currim and 3 attendants, Hassum Sahadoolla and friend, Hajee Esmail and friend, B Dhurumsey.

DIVINE SERVICES.

METHODIST EPISCOPAL CHURCH.

PUBLIC SERVICES as follows : on Sundays, at Falkland Hall (back of Grant Road Theatre), 8 a. m. and 6 p. m., and at Dean Hall, Fort, (back of old Secretariat), and old Dockyard Road, Mazagon, at 11 a. m. and 6 p. m. Also at each place, Mondays and Thursdays 7-30 p. m. English speaking natives are cordially invited.

CRICKET AT KURRACHEE.

A MATCH was played at Kurrachee last week between the Station Cricket Club and the 66th Regt. The following are the full scores :—

STATION C. C.

Capt Fagan	Run out		30
Lieut Francis	Bowled	Annetts	13
Lieut Wilson	Ct Edwards	McDermott	2
Gunner Cavill	Bowled	Edwards	28
Major Shortland	Bowled	Smith	6
G W Sealy, Esq.	Bowled	Annetts	48
M D Mackenzie, Esq.	Bowled	McDermott	11
Lieut Allen	Run out		7
D Hunter, Esq.	Not out		7
Sergt Fox	Ct and bowled	Edwards	0
Corporal McKay	Ct and bowled	McDermott	3
		b. 1; l. b. 1; w. 2	4
		Total of innings	159

H. M.'s 66TH REGIMENT.

Lieut-Col Barclay	Ct Allen	b Wilson	0
Lieut Hon C Jervis	Bowled	Wilson	13
Sergt McDermott	Ct Cavill	b Wilson	41
Capt Roberts	Ct and bowled	Wilson	1
Private Buchanan	Ct and bowled	Allen	2
Private Smith	Ct Allen	b Wilson	8
Lieut Edwards	Not out		24
Dr Foss	Bowled	Allen	0
Private Caen	Ct Sealy	b Wilson	4
Private Huton	Bowled	Wilson	16
Private Hume	Bowled	Cavill	1
		l. b. 1; w 1	2
		Total of innings	112

THE VICEROY'S LEGISLATIVE COUNCIL.

SIMLA, JUNE 5.

THE DECCAN RYOTS BILL.

THE Hon'ble Mr. Hope moved for leave to introduce a Bill for the relief of indebted agriculturists in certain parts of the Presidency of Bombay. He said that the Council were already aware that during the monsoon of 1875, agrarian outrages of a serious nature took place in certain districts of the Deccan which formed part of the Bombay Presidency; that a Commission, appointed by Government, reported very fully upon the causes of these outrages and the remedial measures they thought desirable; that the Government of Bombay in April 1877, before Sir Philip Wodehouse's departure, submitted their general views upon the question to the Government of India; and, finally, that Sir Richard Temple's Government sent up, in January 1878, the first definite proposals for meeting the case by legislation. The origin, nature, and causes of the difficulty, and the various proposals for its removal, were explained so fully and clearly by Mr. Cockerell, in his speech of the 20th June last, that it was not necessary for him to go over any part of the ground again, at least on the present occasion.

The course of procedure at that time considered desirable was that some of the Bombay Government's proposals should be dealt with in this Council, and others in that of Bombay.

Leave to introduce Bills was accordingly granted by this Council to Mr. Cockerell on the date already mentioned, and by the Bombay Legislative Council to Mr. Ashburner on September 13th, 1878.

It happened, however, that during the discussion of the details of the measure thus decided upon, a telegram from the Secretary of State was received on December 3, requesting that further definite action might be postponed pending the arrival of a despatch he was about to send. The despatch arrived towards the end of January last, and showed that the Secretary of State, while approving of the proposals of the Bombay Government, considered that they should be supplemented by further provisions for increasing the efficiency of the Courts of Justice, and also that the subject could be better dealt with by one "comprehensive measure" than by two passed in different Legislatures. The Government of India, concurring in these views, and finding that, owing to various acts passed in the Governor General's Council being affected, that Council alone was competent to enact one measure embracing the whole subject, entrusted to Mr. Hope the duty of conferring with the Bombay Government as to the provisions which such a measure should embrace, and of introducing into this Council the Bill as finally determined upon. Mr. Hope accordingly visited Bombay in April last, and the result was that a Bill was framed in full consultation with him, and proposed by the Government of Bombay to the Government of India for adoption. The Government of India had, he was glad to say, entirely accepted, in its executive capacity, the main principles and policy of the Bill, which were also, he believed, in conformity with the views of the Secretary of State. The two Bills for which leave had been already granted need not now, therefore, be proceeded with, and it remained for him to ask of the Council leave to introduce the new Bill, reserving all detailed explanation for the occasion of its introduction.

The motion was put and agreed to.

A FATAL DIVE.—A Mahomedan diver met with his death last Monday, under painful circumstances. He appears to have been engaged by the Calcutta Docking Company to dive into the water and plug a twelve-inch hole in the lock-gate. While thus engaged, the leg with which he went about feeling for the aperture, got into it, and the suction of the water prevented him from extricating himself. No assistance being at hand, he was drowned. His father, who was above the water, being anxious at the delay, dived after him and found him dead in the position described.—*Statesman.*

DEATHS IN CALCUTTA.—During the week ended the 24th May, there were 271, deaths registered in Calcutta, giving a death rate of 32·9 per thousand per annum. In the previous week there were 285 deaths, and the death-rate was 34·1 per thousand. There were 13 deaths from small-pox, 88 from cholera, 70 from fevers, 16 from tetanus, and 4 from causes not specified. The deaths are thus classified, 3 of non-Asiatics, 18 of mixed races, 164 Hindus, 84 Muhammadans, and 2 of other races. The most unhealthy ward was Hastings, with a death-rate of 531 per thousand and there were no deaths in Waterloo Street ward.

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

LATEST INTELLIGENCE.

[PUBLIC PRESS MESSAGE.]

NEWS FROM THE FRONTIER.

SIMLA, JUNE 13.

Major Cavagnari reached Peshawur on the 12th. The Governor of Jallalabad accompanied him to Dakka. He reports that excellent arrangements have been made by the Amir's authorities for guarding the bank of the Kabul river between Jallalabad and Dakka; and rafts with sick and Government stores pass daily in safety between those places.

Captain Tucker accompanies the rear brigade to Dakka.

Mohamed Saduk Khan, son of Nowroz Khan, has been appointed Khan of Lalpura.

THE COMMISSION OF ENQUIRY INTO MILITARY EXPENDITURE AND ORGANIZATION.

SIMLA, JUNE 13.

The following are the names of the officers appointed to serve on the Commission of Enquiry into military expenditure and organization:—

President—The Honorable Sir Ashley Eden. Members—General Lumsden, General Roberts, Colonel T. D. Baker, Colonel Macgregor, Major O. R. Newmarch, Mr. C. E. Bernard. A military officer to be appointed by the Madras Government, and another by the Bombay Government. Captain E. H. H. Collen to be Secretary.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

THE NEW INDIAN LOAN.

LONDON, JUNE 13.

After a long debate, the Commons last night read a second time the Bill sanctioning a loan of five millions sterling for the Government of India. Mr. Goschen said he had authority to state that the German Government did not contemplate selling more silver. With respect to the currency of India, he advised the Ministry to await the natural development of the matter before making any radical changes. In these remarks the Under-Secretary for India concurred with him.

Consols yesterday closed at 97½.

STEAMER MOVEMENT.

ADEN, JUNE 13.

The B. I. S. N. Company's steamer Sirdhana, outward bound for Calcutta, Madras, and Colombo, left yesterday.

LONDON, JUNE 12.

The Liverpool Cotton Market closed dull. Surats fair demand.

The London Cotton Market has been quiet but steady.

Fair Dhollera	5 9-16d.

The Manchester Market has been unchanged.

Exchange on India 60 days' sight	1 7⅞
4 per cent. Rupee Paper	78
4½ per cent. do.	83½
3 per cent. Consols for account	97⅞
5 per cent. French Rentes, 1872	116⅝
Bar Silver	52

The Bank of England Returns for the week ending yesterday show the following results:—

Reserve of Notes	£18,400,000	Inc.	£700,000
Bills Discounted	£19,200,000	Dec.	£500,000
Bullion	£33,500,000	Inc.	£300,000

The proportion of the Reserve to the Liabilities is 54½ per cent.

Arrival—Wilton.

STEAMER REPORTS.

MADRAS, 13, 10-35 A. M.

Manila Mail leaves Hongkong 3 p.m. Saturday 14th.

GALLE, 13, 11-40 A. M.

Mail steamer Malwa from Bombay arrived.

WEATHER REPORTS—JUNE 13.

CANNANORE, 4-3 p.m.—Weather cloudy; wind W. Fall of rain 16 cents.

CARWAR, 5 p.m—Weather showery; wind N. W. 6 to 8; thermometer 79; barometer 29·842. Fall of rain 45 cents.

MANGALORE, (12th)—Weather rainy; wind S. E. S. W Fall of rain 75 cents.

TUTICORIN, 3-17 p.m.—Weather fair; wind W.; thermometer 96; barometer 29-76.

VINGORLA, 5 p.m.—Weather rainy; wind S. W. light; thermometer 79. Fall of rain 23 cents.

RATES OF EXCHANGE ON LONDON.

Bank Bills, on demand			1s. 8¼d.	per Re.
Do.	6	months' sight	1s. 8 9-16d.	,,
Credits,	3	,, ,,	1s. 8 9-16d.	,,
Documents,	3	,, ,,	1s. 8⅝d.	,,
France	3	,, ,,	2·15½	

THE MONSOON.

RAINFALL IN BOMBAY.

June.		Colaba. In. cnt.	Fort. In. cnt.	Byculla. In. cnt.
	Total previously registered	5 79	5 21	5 28
12	Thursday	0 9	......	......
13	Friday	......	2 95	0 94
	Total	5 88	8 16	6 22

NOTE.—The returns from the Fort and Byculla are made up to 6 p.m. each day. The return from Colaba is up to midnight.

THE Thana Civil Courts reopen to-day after the summer vacation. The Criminal Sessions will commence on Monday, the 7th July, before Mr. Justice Coghlan and Assistant Judge C. E. G. Crawford. The calendar is unusually heavy, there being some thirty cases for trial, including several murder and dacoity cases. On the same date the Joint Sessions Judge of Thana will open Divisional Sessions at Nasik.

A LETTER from Sukkur dated June 5th says:—"The Bombay Commissariat will be broken up in a few days, and the Bengal one, which is always going away, but is still here, will, it is said, positively leave for Umballa on the 15th instant."

A KURRACHEE paper says—Serious complaints are made by Native merchants of the exceedingly lax and unsystematic mode of work pursued on the Indus Valley State Railway line; gross irregularities are committed; robberies are rife; and delays in the transit of goods take place causing loss and inconvenience. At an important station like that of Rukh there are actually no scales to weigh goods, and the weights of bales or packages are given at guess. It happens frequently enough that weights are mentioned in the bills of parcels which are discovered at the city station in Kurrachee to be far in excess of the actual weights; freight nevertheless is charged and paid on the weights specified in the bills of parcels and reference is made to Rukh, pending instructions thence importers are kept out of their moneys and compelled to dance attendance at the city station for weeks together to obtain payment of the difference of freight! This is discreditable, to say the least of it. Goods have on several occasions disappeared most mysteriously, and indemnification for loss is difficult to be had; endless correspondence takes place, and vexatious delays occur in indemnifying the owners. Most of these robberies are committed by the servants of the Railway, but they manage things so skilfully that detection is impossible. Their is a claim now pending settlement for a number of valuable Persian carpets which there is every reason to believe were abstracted from their packings at the Rukh station.

THE Lahore paper says—The Bala Hissar was decorated on the night of the 29th ultimo, by Sirdar Shere Ali Khan, in honour of the conclusion of the Indo-Afghan treaty. The city was illuminated on the following evening; and in the early part of the day, the Governor held a darbar, at which he spoke in warm terms, alike of the Amir and the Viceroy.

MANY officers of the transport service, says the *Englishman*, who are returning from the Peshawar field force, are bringing back with them a just cause of complaint against the way in which they have been treated by the Pay Department. We hear that, on volunteering for service, they were promised by Government Rs. 150 *in addition* to half staff of their permanent appointments. Even that meant loss to many of them, especially to married men, who could not close their establishments in the plains. But they accepted it. They have learned since that Examiners of Accounts are independent of the orders of Government. The Pay Department has refused to pass the half staff. Their loss ranges from Rs. 100 a month upwards. Officers of British regiments of course net Rs. 150, and the pay of their rank. Of these several might be named who are totally ignorant of the language, and acknowledged to be useless as transport officers. It is on Staff Corps men that the hardship falls.

THE value of silk goods imported into India in 1878 was a little less than 92½ lakhs; the increase, over the value for 1877 being about 2 lakhs. Of these silk goods, British Burma, where men and women mostly go in silk attire, consumed nearly 50¼ lakhs worth. The trade was stimulated by the famine; the Burmese sold their rice well, and were able therefore to indulge freely in their favourite luxury of wearing silk.

OFFICIAL reports show that cholera is still very prevalent in the Rawulpindi and Hissar Districts. In the former, on the 3rd and 4th instant respectively, there were 70 and 81 fresh cases, 35 and 48 of which terminated fatally, and in the latter districts, 109 fresh cases reported, and 64 deaths. In the Lahore District also, on the 4th instant, there were 74 fresh cases and 40 deaths. In Peshawur, we are glad to learn, the disease is diminishing.

THE Lahore paper hears that Major Cavagnari may probably proceed to Kabul *via* the Shuturgardan, so as to avoid any unnecessary collision with the Ghilzais, who are said to be conspicuous, even among Afghan tribes, for their inability to make head or tail of the new order of things.

THE object of the reconnoitring expedition, consisting of the 92nd Highlanders, 4 companies of the 5th Goorkhas, and No. 1 Mountain Battery, under Brigadier General Forbes, is to discover whether there is a practicable road to Ghazni in that direction, as reported by the natives, also to mark out properly the course of the Koriah river down to its junction with the Kurrum. Captain Woodthorpe, R. E., accompanies the expedition as Surveyor, that part of the country being as yet unexplored by us.

ACCORDING to the *Rangoon Review* a compromise has been made by the new King of Burma on the great shoe question, for the King is said to have consented to receive the Resident with his shoes on, but not in the audience hall. A place is to be set apart for the British Resident having interviews with the King, and here Mr. Shaw, or other representatives of Great Britain, "booted and spurred," may in future see Burma's lord.

THE *Pioneer* asks—Who is the Knight who will not pay for his cloak? The Home accounts of the Government of India contain many amusing bits. Unfortunately they are always published long after date. Thus a return before us relates merely to the accounts of the year 1876-77 though the latest yet obtainable. So perhaps by this time the Knight has paid for his cloak. But the entry which suggests our query, as it stands, is as follows:—"Cost of Insignia of the Order of the Star of India, &c., £3,072 1s. 8d." To which a note is appended "Certain mantles having been purchased at a cost of £181 14s. a question has been raised as to whether the Knights who received them are chargeable for their cost, and the subject is still under consideration."

THE Government of the Punjab is not too busy to keep a book-seller's shop. Its price list is printed in the *Punjab Government Gazette*. Among the books advertised are Mr. Anthony Trollope's Novels, Thackeray's, the late Lord Lytton's, Sir Walter Scott's, and one or two of Marryat's and Fennimore Cooper's. Ouida and Annie Thomas are not represented. There is a very fair mixture, however, of all kinds of literature; Little Arthur's History of England, Mr. Freeman's Norman Conquest—but not Mr. Froude,—English Grammar (Irish series), Young's *Night Thoughts*, Bohn's translation of *Athenaeus*, Aunt Mary's Sunday Picture Book, the Three Bears, Todhunter's Mathematics, Professor Fawcett's Political Economy, Pilgrim's Progress. The Punjab Educational Report gives some information about the Government Book Depôt which supplies all these books. At the end of the last year reported on, the Depôt had rather less than Rs. 2,000 in hand; outstanding debts due to it came to about Rs. 10,500; stock, tools, and plant, printing paper, &c., were valued at about Rs. 18,781; and liabilities were put down at a little over Rs. 29,500. The liabilities were to be reduced, and will be paid off, it is hoped, in about six years. The value of books brought on stock during the twelvemonths is reckoned at Rs. 97,000; the value of books issued at less than Rs. 64,000. A real bookseller, under the circumstances perhaps, (says the *Pioneer*) would put up his shutters, but the Punjab Book Depôt will doubtless go on for years reducing its liabilities, and still trying to distribute worthless books like Morell's English Grammar, and the "Student's Hume" amongst the unsophisticated Punjabis:—selling moreover "shilling paint boxes" for ten annas, silver pencil cases and cricketing gear. Why not sell also overland cheese, cradles, and Gladstone claret; setting up, in fact, a regular "Civil Service Store?"

THE *Madras Times* calls attention to "another defect in the Arms Act." The Assistant Magistrate of Bellary convicted two persons for the offence of repairing arms without a licence and sentenced them, under section 5 Act XXXI. of 1860, to pay a fine of Rs. 15 each, and in default to undergo imprisonment (simple) for a period of one month. Mr. H. P. Gordon, the District Magistrate, in reviewing the proceedings of the Assistant, thought it illegal, inasmuch as the Act of 1860 was not in force at the time the offence was committed, and that Act XI. of 1878 which came into force last October, repealed the former Act. The District Magistrate contended that the repealing Act contains no provision requiring a licence for the repair of arms, unless the word "repair" is included in "manufacture," and accordingly submitted the whole proceedings for the orders of the High Court. The High Court, in passing orders, observed that in the Arms Act at present in force, the word "repair" appears neither in the provision prescribing a licence, nor in the provision prescribing a penalty, the word "convert" being used in substitution thereof. The High Court further observed that in their opinion the term "manufacture" cannot be constructed to include repair, and agreed with the District Magistrate that the proceedings of the Assistant was illegal, and accordingly quashed the conviction and directed that the fines, if levied, be refunded. Orders, we hear, have been passed that licences should be issued to repairers as well as to manufacturers in future. This is simply ridiculous! "Manufacture" not cover "repair," and an extra licence needed to tinker up an old fowling-piece.

THE *Delhi Gazette* says:—To judge by the numerous letters we receive on the subject, there are few cases that have created more general interest than that of the suicide of the late Postmaster at Mooltan. Some of the communications we have thought it best not to publish; at the same time there is one question which, for the satisfaction of the public, we should like to see answered. A rumour has reached us that the Inspecting Postmaster of the Mooltan Division, whose conduct has been described as overbearing, had another case of suicide in his jurisdiction sometime ago. A Native Deputy Postmaster, who was serving under him, took poison we are told. If such be the case, the coincidence is very remarkable and merits further enquiry. The Post Master General of the Punjab could surely, if he chose, enlighten us on a subject in which so many of our readers take a lively interest, and which is so intimately connected with the good reputation and efficient working of his own Department.

THE *Englishman*—The Ven'ble the Archdeacon of Calcutta has rendered a not unimportant service to the cause of our countrymen domiciled in India. In his paper on the employment of Europeans in India he has applied himself earnestly to the task of grappling with a difficulty which Indian statesmen have endeavoured rather to avoid than to face. Mr. Baly's remarks are intended chiefly to apply to the offspring of Europeans in this country, both of pure and of mixed parentage—whom he designates indigenous Europeans, in contradistinction to 'imported Europeans.' He very rightly observes that "the English Government in India has certain special obligations towards the indigenous Europeans, over and above those which it has towards all who are here subject to its rule. Either they or their fathers have deserved well of the State as civilians, as soldiers, as clerks, and mechanics," From a calm and dispassionate perusal of Archdeacon Baly's paper it will be seen that he nowhere proposes to favour Europeans to the exclusion of natives, but on the contrary, he pleads for equal privileges for all classes alike. This principle has already found acceptance with the Government of India, and was enunciated in a recent Resolution, which we published not long ago, on the employment of natives and of domiciled Europeans. But as a sequel to that Resolution it seems desirable that there should be conceded a parity of State aid as regards the education of the offspring of domiciled Europeans, so as to place them on an equality of footing with natives. Contrasting the undue educational advantages that native students enjoy, as compared with those granted to Europeans, Mr. Baly in a foot-note makes the following remarkable statement:—"The total cost to Government of 22 pupils in Berhampore College is Rs. 17,614, nearly one-half the whole education grant of Rs. 37,800 to all the European schools in Bengal. The total cost to Government of 19 pupils, the average number on the monthly roll of the Muir College, Allahabad, was Rs. 25,895-12-10, which exceeds by Rs. 3,268-12-10 the total grant-in-aid to eleven European schools in the North-West Provinces, containing 535 pupils in average daily attendance. The total cost to Government of the 52 pupils at the Lahore College is Rs. 33,433 6-5 which (except the Lawrence Asylum at Murree for soldier's children) exceeds the grant-in-aid to all the Punjab European schools, containing 477 children on an average monthly roll, by Rs. 13,679 15-9." We regret for want of space that we are unable to follow Mr. Baly step by step through his interesting paper. But we recommend our readers to do so for themselves. Mr. Baly deserves the thanks of the whole European community for directing public attention to a social problem, the consideration of which cannot wisely be deferred to a more convenient season or relegated to the chapter of accidents.

THE WESTERN RAJPUTANA RAILWAY.
PUBLIC MEETING IN BOMBAY.

AT the public meeting held on Thursday afternoon, at the Chamber of Commerce offices, for the purpose of adopting a petition to the House of Commons against the carrying out of the Western Rajputana Railway from Ahmedabad to Pahlunpur on the metre gauge, there were present:—The Hon. M. Mowat (Chairman of the Chamber of Commerce), presiding, Mr. F. Mathew (Agent, B. B. and C. I. Railway), Mr. Kittredge, Dr. Pinkerton, Dr. Blaney (Chairman of the Bombay Town Council), Mr. J. Graham (Messrs. W. & A. Graham & Co.), Mr. Forrest (Messrs. Killick, Nixon & Co.), Mr. C. Macdonald (Messrs. Macdonald & Co.), the Hon. M. Balfour (Secretary of the Bank of Bombay), Mr. E. Comber (Messrs. Lyon & Co.), Mr. Symonds (Messrs. Finlay, Muir & Co.), M. Vouillon (Agent, Comptoir D'Escompte de Paris), Mr. J. R. K. Johnson (Messrs. Mackintosh & Co.), Mr. W. M. Tennent, Mr. Cameron (*Bombay Gazette*), Mr. White (B. B. and C. I. Railway), Mr. Gordon, Mr. Pendlebury, Mr. Burton, Mr. Beard, Mr. Walker, Mr. Randall (Messrs. Thacker & Co.), Mr. Jackson, Mr. Nanabhoy Byramjee Jeejeebhoy, Mr. Byramjee N. Servai, Mr. Muncherjee Nowrojee Banajee, Mr. Bhugwandas Purshotumdas, Mr. Bomonjee M. Punthakey, &c., &c.

The Chairmain said—The great interest shown by the people of Bombay in the important matter now before us is apparent from the hearty response you have given to the call of the Chamber of Commerce. This is the third time you have met together publicly, and I venture to say that the present is in some respects the most important meeting in the trilogy. Our first appeal was to the local authorities, our next to the Secretary of State for India, and we now propose to address the first legislative assembly in the world, the British House of Commons. As Indian affairs have lately been attracting a great deal of attention at home, we feel sure that the important subject of railway communication with the interior will force itself on every statesman having the welfare of England's great dependency at heart. [Hear, hear.] We are glad to have this discussion on railways, and I feel sure that the trouble we are now taking will bear fruit hereafter. Our protest is against the Western Rajputana Railway—particularly the portion between Ahmedabad and Palanpur—being made on the metre gauge, instead of on the standard 5 feet 6 inches gauge. The subject has been thoroughly discussed before, and as I have taken part again and again in the discussions, I find it difficult to bring forward fresh arguments. But the speakers this afternoon will do ample justice to the subject, and the eloquence of the one who is to follow me, and who is always listened to with pleasure in this hall, will find a theme worthy of his best efforts. Let me direct your attention, for a moment, to a brief account of the Rajputana Railway. In the famous Minute of the great Marquis of Dalhousie, when Governor-General, this railway formed one of his trunk lines. So far back as 1852 this celebrated statesman pronounced the line to be of the "greatest political and commercial value," and while a large portion of his scheme was being carried out, this important line remained unmade. In 1866 we find Sir Bartle Frere—then Governor of Bombay, an officer trained in the service, and who knew the country well—urging the construction of the line. He stated that any "delay in the construction would be a great misfortune, and might prove a serious national calamity." With regard to the nature of the country through which the line is to pass, Sir Bartle added—"As to the prospects of such a line paying, it is difficult to give statistics of transit in a province where roads, canals, and railways are yet practically unknown, but when it is considered that there is no part of Europe, with the exception of England, Holland, and Belgium, and the very best parts of France, Germany, and Italy, so rich and productive, or where the people are so well inclined for agriculture, it seems scarcely necessary to urge on the probability of their gladly availing themselves of the vast facilities for traffic which a railway affords, and that a line traversing such a province, with Delhi at one terminus, and Gujarat and the seaboard of Western India at the other, must be at least as remunerative as any long lines in India." Notwithstanding the urgent necessity for the prompt construction of the line, years passed without any satisfactory result. In 1869 the success of the Festiniog railway in Wales had called the attention of engineers to the narrow gauge, and the Government of Lord Mayo decided on the metre gauge for the new State railways. Unfortunately for us the eastern portion of the Rajputana line was begun on this toy gauge, much against the interests of the rich country through which it passes. We have further cause of complaint. Although Bombay is the nearest and cheapest port in India, and Ahmedabad (the western terminus of the line), only 300 miles distant from it, yet the work was pressed forward from the eastern end, the permanent way being shipped to Calcutta and subjected to a railway carriage of 1,200 miles to Agra and Delhi. The interests of the Bengal Presidency were, in this instance, clearly thought more of than ours, notwithstanding the pecuniary advantages which would have been gained by beginning from the western side. Further, our late respected Governor, Sir Philip Wodehouse, saw the advantages of having the line on the standard gauge, and urged us to agitate for so desirable a result. We have done so. Shortly, after the Ajmere-Ahmedabad section of the line was sanctioned in 1877, the community of Bombay addressed a memorial to the present Governor, Sir Richard Temple (one whose interest in the opening up of the interior is well known, for the subject figures in not a few of the speeches made by His Excellency in the Mofussil), praying that the line should be made on the standard gauge. In September of that year, we were led to understand from His Excellency that at least the Ahmedabad-Palanpur section would be made on the gauge asked. To our surprise, intimation was received early this season that the construction of the whole line was being proceeded with on the narrow gauge. Immediate action became necessary, and it was taken without the loss of a single day. A memorial to the Secretary of State was adopted at a public meeting held in February last. I have it on the best authority that at the discussion which took place in the Indian Council, the adoption of the narrow gauge was carried by a bare majority, and but for the return of General Strachey to London, the result might have been otherwise. From the recent despatch of the Secretary of State, it is satisfactory to observe that we have Sir Andrew Clarke, the Viceroy's Minister for Public Works, with us. It is never too late to mend. We still retain hopes that the wants of the country will be met, and that this important line will yet have to be changed to the standard gauge. It is with this view that we address the British Parliament. We are quite aware that a considerable portion of the permanent way has been laid on the narrow gauge, but the earthworks, bridges, and culverts have all been prepared to suit the broad gauge. That similar changes have been made before, we have evidence, in the alterations made by the Secretary of State in the Northern Punjaub and Indus Valley lines. This is perhaps a more important trunk line than either. The difference in cost between the construction of a railway on the broad and the narrow gauge is small, and the Secretary of State only calculates on a saving of twelve lakhs on the whole line. We have been lately supplied with proof that the narrow gauge will be unequal for the traffic of the line. I doubt if it would be equal even with a double track. With such experience of the Rajputana Railway as it now stands, what, I ask, will be the state of things when the line is open for through traffic? Perhaps the worst evil will be the break of gauge. At a time when the Great Western, the Great Eastern, and other lines have changed their gauges to meet the common one for England, and thus save the cost of breaking bulk, cannot something be done to surmount the troubles with which we are threatened? Why was the gauge of the Grand Trunk of Canada and other lines in America changed to the standard one? Because experience has shown the cost and trouble of breaking bulk. Why are no more lines in Canada to be constructed on the 3 feet 6 inch gauge; and why are no lines in Switzerland, which form a junction with the main railroads allowed to be made, except on the standard gauge of that country? Why, to prevent the evils of break of gauge. We may be called agitators, and some may be so bold as to say—what does it matter to you what gauge is adopted, so long as you get a railway? We have a great deal to say, and I maintain that the mercantile community have more than a passing or ordinary interest in the matter. I am only one of a number, but I represent an interest in the commerce of this country, which began at a time when the British Empire in India was a fraction of what it is now—at a time when a Peshwa held court in Poona. How does the present state of things strike a stranger? He finds a country half the size of Europe, with less than one-tenth of the mileage of railways possessed by the Republic of the United States: the population, of the latter being 44 millions as against nearly six times that number in India. He sees that improvement is wanted, for the country is possessed of vast resources. This improvement can be best arrived at by extending the means of communication with the interior. Hundreds of tons of grain are allowed to rot for the want of roads to bring the same to market. When there is the slightest scarcity in Europe, see how supplies of food grains are poured in from the United States. Give India increased means of transit to the coast, and with the power which England commands by water carriage, the United States would find no mean competitor here, and I venture to add that with every important increase in the exports, we should see a gradual improvement in the currency. In addressing the members of the Chamber of Commerce about a month ago, I took occasion to refer to the propriety of reverting to the guarantee system, in case Government should not care about increasing expenditure on railways to the extent which the state of the country urgently demands. There can be no doubt, as was pointed out by Mr. Crawford, the Chairman of the East Indian Railway the other day, that the construction of State railways by Government and its paying for the material at once in England had swelled the Secretary of State's drawings and thus increased the difficulties of exchange between England and India. I venture to say that it is questionable whether the State management of railways will ever succeed, and there are not a few who look upon the working so far as a failure. What more conclusive proof do we want than the statement of Lord Salisbury on the East Indian Railway Bill. His Lordship says that "interests of vested right always attach to public employment, which make it more expensive than private enterprise, and, startling as the proposition may seem, the machinery employed by private companies is far more efficient than that employed by the Government." Would it not be well, therefore, to offer the whole twenty millions sterling expended so far on State lines in the London money market, to guaranteed companies? I venture to say that a guarantee of 4 or 4½ per cent, instead of 5 per cent, as formerly, would be found ample to attract a large amount of capital. Let the money thus raised be kept as reserve to prevent Government from forcing its Council bills on the market at a time when they are not wanted, instead of resorting to another loan like that sanctioned by the House of Commons on the 22nd of May. Gentlemen, my remarks are worthy of consideration, and I should be glad if they prove the medium of drawing attention to this important subject. In this our last appeal on a great public question, let us hope that not only will our request be complied with but may we be successful in securing the ear of the House of Commons with the view to the further development of the means of communication in the interior of the great Empire of India. (Applause.) The Chairman concluded by calling on Mr. Kittredge to move the first resolution.

Mr. Kittredge—Mr. Chairman and gentlemen,—I rise to propose the adoption of the petition which has been distributed among you, and in doing so I recognize that I have a task before me which is both easy and difficult. It would be very easy I know to get your support to this petition because the subject is one in which the inhabitants of Bombay have for many years shown a deep and intelligent interest, and I am sure there is not one here who will not most cordially support the petition which asks the British House of Commons to interfere to check a policy which, we are convinced, is opposed to the best interests of this country. But my task is a difficult one, from the fact that we have trodden this road before with other leaders, I must lead you along same well beaten path where others have led you, and I fear that I can only call your attention to points of interest which they have already shown you. You must, therefore, grant me some consideration. If you do find me often trespassing upon arguments or statements used by speakers, or in memorials which this important subject has already elicited during the twelve years, that it has been discussed in our Chamber of Commerce, and the two or three years that it has been a matter of general public interest. Gentlemen, I don't propose to go to-day into the history of the battle of the gauges; that subject has been most fully discussed at the previous public meetings held on the subject of this Rajputana Railway—and I think, therefore, it would be wasting your time, if I again went into the matter. Nor do I propose to go into the question of the evils of break of gauge, which our chairman has referred to. I think that has been discussed until we all realise the very great loss that there will be to Bombay—loss of time, loss of money, loss of trade—if we are to suffer the evils of a break of gauge, or, in fact, two breaks of gauge in our communications between the upper part of India and our great Western seaport. I am not astonished that the Government, who have now undertaken the construction of the railways, do not appreciate the great evils of this break of gauge, and that they do not appreciate it we see from the answer by the Governor of Bombay to the deputation which waited upon him a year ago, wherein he stated that the evil was simply a loss of time of 10, 12 or perhaps 24 hours. I don't wonder, I say, that the Government do not appreciate the evils of this break of gauge, but I do wonder that they will not accept our statements that they will prove to be evils which will most seriously interfere with the trade of Bombay and thus be detrimental to the export trade in which the whole country is interested. All who are connected with commerce know that it is not a question merely of a few hours' delay; it is a question sometimes of very serious delay; it is a question of damage and loss of goods; it is a question of annoyance, goods being separated in transit, and merchants getting a portion of a consignment one day and the balance perhaps a fortnight later. If the evils were not most serious to business how is it that shrewd capitalists in other countries have spent enormous sums of money and changing gauges in order to remedy these evils. Now, gentlemen, we have not come together to-day to dispute that in some instances there is an advantage in the adoption of the metre gauge. We are ready to admit that; other things being equal I think no one will deny that there is a saving in the first cost, no one will deny also that there are some places were it is suitable, where it could be more economically worked than a broad gauge line. Advocates of the metre gauge now ask for a little more. In a minute written last year on the subject of railways in India Lord Lytton states: "Our experience is already sufficient to prove that narrow gauge lines admit of considerable economy in first construction and that they are fully capable of carrying any traffic likely to be brought upon them as cheaply at least as any similar traffic could be carried on any railway." Mark the words "any traffic likely to be brought upon it;" that simply means a small traffic; consequently we go with them so far, that there is some economy in the construction of a narrow gauge line, and that where the traffic is very light, there will be also economy in the working. Now, gentlemen, I for one am not here imbued by a traditional prejudice against the narrow gauge system. As your chairman and secretary will tell you, I was kindly asked to take part in the two previous meetings on this same subject, and I was compelled to excuse myself from the fact that I was not then satisfied that the metre gauge was unsuitable for India. I had seen the evils of a break of gauge in America; I had seen the English companies who had put down lines of a very broad gauge compelled to change them to the uniform American gauge; and I had seen the Canadian companies compelled to laying their lines, too, to the standard gauge of the United States: but still I thought that India, being a poor country, might gain an advantage in adopting the metre gauge in spite of the necessary evils which must accompany the want of uniformity. If I may make the confession I was at the time of our last meeting going into calculations which would, I thought, controvert the conclusions of our friend, Mr. Carroll, as stated in the paper he had written. After going into the subject most carefully I became convinced that except isolated cases or when used as feeders the narrow gauge was unsuitable for India—[applause]—that while there was a slight saving in the first expense, in any district where there was any considerable traffic, this saving was lost many times over by the comparatively heavy cost of working a large traffic, and that consequently the building of metre gauge line would often be a wasteful expenditure of public money. Now, gentlemen, the Rajputana Railway has been at work as a local line for three or four years, and the experience of working that line confirms all that was anticipated by the public and the Chamber of Commerce of Bombay as to the unsuitability of the metre gauge from this important line. It has been contended that a metre gauge line there would be a mistake on account of the large traffic. What do we find is the case now? Why the line has only been worked four years, and at present has only its local traffic to carry, and yet it is blocked already? For some weeks this year it had to refuse to book goods, and we are informed that even now it can take only a comparatively small proportion of what the connecting railways can give it, and this in spite of the fact that their rates both for passengers and goods are higher than any railway in India, and still after being in operation only a few years, the ordinary local traffic is more than they can carry, and they have been compelled to refuse goods. What is the effect of this block? The effect is that they check the Government revenue, because there are two salt districts connected with the line and the salt revenue which Government have much needed has been slow in coming to the public treasury; then they affect the revenue of other lines, both the West India and the Oudh and Rohilcund lines, as their traffic is checked in consequence of the insufficient carrying capacity of the Rajputana line: and lastly we have trade checked: the very trade the railways were built to develope and through which they are to enrich the country. It may be said, that this present state of things arises from a spurt in trade; but, gentlemen, are we to have trunk railways which cannot stand a small spurt in even local trade? Is the traffic to stop whenever there is a little excitement in business? But we may be told, "there has been a famine in the district, and this has caused extra traffic." Well there has been some little scarcity there, but is that railway suitable for India which, as soon as there is a famine, breaks down, and either the people must starve or trade must starve? Is that the kind of railway we should have in India, where famines are the rule, not the exception? But further this railway has broken down in its infancy, with only its local traffic, and even that in the first beginnings of its development; what will it be when on this overburdened line is put the large traffic between the rich and populous districts of upper India, and its great western seaport, a traffic which is now counted by thousands of tons as it comes by the circuitous route *via* Allahabad and Jubbulpore, and will be multiplied many times when this direct route is opened; but even this is not all, as there is already another line in process of construction connecting with the G. I. P. Railway via Rutlam and Khundwa; this traffic, too, it must receive. No, gentlemen, this railway has failed because it is not suited to the traffic of the district it passes through, and if that be the case now, what it will be when it has gathered the through traffic which Bombay will throw upon it. Now, can any clearer case be wanted that the metre gauge is unsuitable than in the case of this line between Delhi and Bombay? Why is it that it cannot carry the traffic? Simply on account of its slow speed and small carrying capacity. If you take as the comparative capabilities of the two gauges 100 tons on the narrow, to 200 on the broad, and a speed of 12 miles in the former to 17 on the latter, and these are the actual comparative results of working on the Rajputana and an adjoining broad gauge railway, a very easy calculation, remembering that the extra speed allows more trains per day, will show that the narrow can do about 16,000 ton miles per day against 57,000 ton miles on the broad, and therefore that the carrying capacity of the metre gauge is to the other as one to three and a half; the metre gauge will therefore do only two-sevenths of the work of the other. Now, what are the arguments brought forward in favour of the metre gaug? We have not been favoured by the Secretary of State with any reasons in reply to our memorial to him, but His Excellency the Governor with his usual courtesy explained fully to the deputation which waited on him the arguments in favour of the metre gauge, and I don't think that anyone connected with the Government could put the case more clearly than Sir Richard Temple, and I propose to consider the more important of his arguments: first, he says the metre gauge is cheaper. *Is* it cheaper? You save, according to his own figures, £1,000 per mile, or in the most expensive routes £2,000, the cost of the metre gauge being £6,000, and that of the standard gauge £7,000, a fair portion on the line of the Rajputana Railway, the first cost of the metre gauge is one-seventh less than the standard gauge; but what do you lose? As I have just shown you, you only get two-sevenths of the work out of the metre gauge. Consequently you gain one-seventh in the first cost and lose five-sevenths in the working of the line. Is that cheaper in which the first cost only is the least? Must we not also take into our calculations the work that can be done, and if you save one-seventh, and lose five-sevenths, on which side does the advantage lie? But he says, "India is a poor country." India is a poor country, but on that account it is necessary that every rupee of her revenue spent on public works should be so spent as to bring the largest return. Poor countries cannot afford to speculate; they cannot afford to try experiments as other countries can; and the metre gauge has simply been on trial up to the present time, and we contend that on the Rajputana line, at least, it has been proved to be insufficient. Consequently India is a poor country cannot afford, for the sake of one-seventh of the original cost, to sacrifice five-sevenths in the working capacity. But the Governor says, "Would you not rather have in this country 125 miles of metre gauge than 100 miles of broad gauge?" We say in reply we would far rather have 125 miles of railway than 100 miles, other things being equal, but if you would give us 125 miles, that cannot carry the traffic, or 100 that can, we say give us the 100 that can. [Applause.] One hundred miles of railway in India which can carry traffic and develope the trade of the country, and which, by developing its own resources, will at the same time develop the revenue of other and connecting lines, 100 miles of such a line, I say, is better than 125 miles, or 150 miles, or even 200 miles of railway, which will not allow trade to expand and the country to develope. [Applause.] But, gentlemen, there is another argument, and a most important one, which His Excellency brings forward. He says there is another railway there which runs from Khundwa to Rutlam on the narrow gauge, and which will be continued to Ajmere and this line, he says, must also be on the narrow gauge as it passes through a difficult country. He says, if you break into the Rajputana and make it broad gauge between Bombay and Delhi, this line will be "left in the air." Gentlemen, that is where we say the metre line should be [laughter]; that is isolated, serving as feeders to the trunk lines, no one doubts their utility there; what we are fighting against is their use on an important trunk line where the traffic is already large and where it will grow enormously. But there is more in this last argument than appears at first sight. I think that the gist of the whole matter lies in the statement made by His Excellency that the line would be left in the air. Here lies the difficulty with General Strachey. I believe that the plan of the Government is, that this new line and the Rajputana line shall be parts of a large metre gauge scheme, and that it shall be carried out by a third rail on B. B and C. I. Railway, thus giving a metre gauge line through to Bombay, so that there will be one narrow gauge scheme between Delhi and Bombay, and the country north and west of the G. I. P. line. I think if our memorial has the effect of putting an end to this nice little scheme that we shall have done some amount of good. Now, gentlemen, what is to be the remedy? I have shown you that the metre gauge line as now laid—of which we have 490 miles, 307 miles to Delhi and 94 miles in the connecting line to Agra—I have shown you that that line is not able to carry its local traffic upon it. What is to be done when we have lines from Bombay to Ajmere and when we throw upon it the through traffic. Sir Richard Temple says—"Ah! then we will have good cause to go to Government to ask to double the narrow gauge." But, gentlemen, in that case what becomes of the argument for economy? Where is your saving in expense? If you save one-seventh in the first cost, and with your eyes open, know that within two or three years you will have to double the line at nearly, if not quite, double the first cost—is that economy? and even that heavy expenditure would leave us with all the inconveniences of the double break of gauge at Ahmedabad and Delhi. That is what we have offered before us. The only other means of getting out of our difficulty will be to alter the present narrow to the broad gauge, and that is what we contend must be done, from Ajmere to Delhi, if not also to Agra. This can be done at probably one-fourth the cost of doubling the narrow line. We must, therefore, have the broad gauge substituted for the narrow, as that will be cheaper than to double the narrow gauge line, and it will rid us of the break of gauge, which even the double narrow gauge line would not do. Now if that is to be the case, and if that 400 miles must be extended to the broad gauge, and I am convinced that that must be the result of it, is it not folly to go on laying the metre gauge between Ahmedabad and Ajmere? What will be the result? We shall no sooner have spent money on the metre gauge for 264 miles between Ahmedabad and Ajmere or Beawar, than we shall have to go to the expense of enlarging it again to the broad gauge, or else go to the expense of doubling it. How is it that the Government can see any economy, when the traffic of a line which has only been opened a year or two has proved too much for it, how can they go on blindly laying another portion of that line with the same insufficient narrow gauge? But you say, "If the matter is so clear, where are the responsible advisers of the Government? Why do they not come forward and prevent this?" Gentlemen, we have all the responsible advisers of the Government on our side. We have Sir Andrew Clarke, the responsible Minister for Public Works in India, and if we had no other means of knowing his ability the fact that he was considered the proper person to be the first nominee for the important post of Minister of Public Works for India, and at a time when Public Works were attracting great attention, I say, if we did not know otherwise of his talents that very fact should have been sufficient to justify our confidence in this advice: still it appears to be of no value to Government. But we have not only Sir Andrew Clarke on our side; I have not been able to find a single official railway authority who believes in the narrow gauge on this line. I have been unable to learn of one in any part of India, nor have I been able to learn of one non-official railway authority any one connected with the guaranteed companies, who believes in a narrow gauge line between Bombay and Delhi. We have then Sir Andrew Clarke, the responsible adviser of Government in these matters, backed by the support of both the official and the non-official railway authorities, and backed by public opinion here, and still it is all of no value. We gain nothing. Now it seems to me that if Sir Andrew Clarke's opinion cannot be followed in such a question as the present, in which he is backed up by such authorities and such opinions as those to which I have alluded, he is not fit for his place, and he should make way for the person whose advice can be followed by Government in order that he may take the responsibility of the advice which an apparently trustworthy concensus of opinion pronounces to be unwise. Now, gentlemen, the Government have undertaken in this country the construction and management of railways, which has been undertaken in other countries generally by private capitalists. When Government undertake responsibilities which are generally undertaken by private individuals, it seems to me that they should act on the principles which guide individuals interested in such undertakings. If a private company had invested its money in 400 miles of metre gauge line, and then found it insufficient for the local traffic, before extending that line on the same gauge would not this company make enquiries? Would it not look into, and examine the matter, and see whether it was capable of doing the extra work likely to be thrown upon it? and if not, how the remedy could be best applied? I contend that the Government, before laying one mile more of this Rajputana line, is bound to act as private individuals would act, and look into the subject, and see if the statement is true that the line already made cannot carry promptly the traffic now given to it, and if not, which is the best way out of the difficulty, and if it is to be, as we say by altering the line to the broad gauge that not another mile of the line should be laid on the narrow gauge, but that it should be laid on the broad gauge system. I confess I cannot understand the policy of Government as it seems to be the most important of all policies, a policy which shuts its eyes to experience, which shuts its ears to advice, and which has not a word to say in its own defence—a policy which is at once blind, deaf and dumb. (Applause.) Now, gentlemen, we have appealed once to our local authorities, we have appealed to the Secretary of State, and, as our chairman has told us to day, we have appealed in vain. We are making now our last appeal to the House of Commons, and we make it with a hope that we may be successful. I am confident that if this petition, which we are now sending to the House of Commons, will only elicit inquiry, I am confident that if it only brings forwards the reports, some of which are not made public, as to the present working of the Rajputana line, if it has that effect I am confident that we shall be successful, and that through this petition which we now send and through the inquiries which shall be made, the Government will be led to see the folly and unwisdom of spending more money upon a line which has notoriously proved itself insufficient for the traffic which will be given to it to carry. We go to the House of Commons, therefore, in the interests of Bombay, that we may not be handicaped with other towns of India in our trade; we go in the interests of trade, that we may have railways which will encourage and extend trade and not check it in its development; and we go in the interests of the whole country, that we may have railways in which money will be so invested as to yield the largest return, and at the same time develop to the utmost the resources of our country. (Applause.)

Dr. Blaney seconded the motion. He said:—I was scarcely aware that so much untrodden ground remained to be opened up in this discussion, and I am sure we must all express to Mr. Kittredge our hearty thanks for the manner in which he has opened up these new points of argument, which must add considerably to the strength of the memorial. [Hear, hear.] Our petition goes forward not as an appeal from the Bombay Chamber of Commerce, not even as an appeal from the city or the Presidency of Bombay, but as the petition of 30 millions of people whose interests are very vitally involved in this question. [Applause.] I have heard it asked—"Why do you, when the Secretary of State has already given his final decision on this question, go forward to the House of Commons with a memorial which cannot possibly have any good effect, which is unlikely to meet with the response which you anticipate?" I say, Sir, that I have heard in this room to-day arguments which I do fully believe will, in the great legislative assembly of our nation, be listened to with considerable interest, will direct considerable attention to the subject, and I do hope, will call for special inquiry. (Hear, hear.) I am not prepared, not understanding the question so entirely as to be able to put such arguments before you as have been advanced by the Chairman and Mr. Kittredge. But from my point of view I look upon it as simply a question of this kind—"Is this a trunk line, or is it not?" If it is a trunk line, then, with two dislocations in it, it will become an impossible line. That appeared from the arguments used as long as two years ago, when we had not got the facts and figures which we have to-day. The two years that have elapsed since general public agitation commenced on this subject have opened our eyes, and arguments that were then put forward with some diffidence, because the speakers had not the actual working facts before them, are used to-day by Mr. Kittredge with such confidence that I think nothing can overthrow them. (Hear, hear.) As I say, a trunk line with two dislocations in it will be an impossible line, and if Government desire to give us a line which will not develop the resources of the country as they ought to be developed, which will not bring to the Government Treasury itself the profit which it ought to bring, and which will not give to the people that prosperity which it ought to give, then I think we can go forward to the House of Commons with a very strong claim indeed to be heard. The question of break of gauge was considered in India as long as a quarter of a century ago, during the Government of Lord Dalhousie, when the great Thull and Bhore Ghaut lines were constructed. Here, if anywhere, a break of gauge might have been defensible on account of the very great saving the construction of the ghaut lines on the metre gauge would have effected. I have a recollection that the question was discussed, and the saving was shown to be so very considerable that it seemed the most reasonable thing in the world to adopt the narrow gauge; but not one official in India, certainly not one gentleman connected with railways in India, thought that a break of guage should be permitted, and so the line was constructed up the ghauts as you now find it, on the standard gauge. And though it may have added to the first cost of the G. I. P. Railway, there has never been room to regret that the standard gauge was adopted on that occasion. As an illustration of the effect of constructing a portion of a great trunk line on the metre gauge, I would say, go to our friends of the East Indian Railway and say to them—"Look here, we are going to take up 300 miles of your standard gauge line, which costs a very great deal to work [or some argument of that kind] and will run you on the narrow gauge." I think the people on the Eastern side of India would appreciate such a position very much. With such a contingency before them, we should find them using not only all the arguments which we have been able to bring forward, but arguments a great deal stronger, if possible. It has been said that Western India is not treated in this railway policy with the same generosity, the same fairness, as the Eastern part of India. Without expressing any opinion that it absolutely is so, it does seem that all along there has been singular ability displayed in finding arguments for preventing Western India from having this trunk line completed on the standard gauge. The arguments, however, have been pared down little by little, like a little boy whitling away at a stick, until they are at last, as far as I can see, in the despatch lately received from the Secretary of State, reduced to the mere saving of 12 lakhs of rupees. Even supposing the whole of the arguments in favour of that saving to be sound, it seems so insignificant in connection with the construction of a great trunk line of Indian railway, that it is scarcely worth bringing forward. I think that to mention that sum as the amount the Government would have to advance in excess for this great work is to secure for their economy scheme its condemnation. To compare very small things with very great things, small as the Municipality of Bombay is, if in any public works where there was a question of an expenditure of 30, 40 or 50 lakhs which the city would have to undergo, the Town Council and Corporation were to make a saving of 12 lakhs of rupees in such a way as to destroy the utility of the system, whatever it might be (drainage, water supply, or what not), we should be condemned and reviled by the whole Press of India as people utterly stupid, utterly unable to see our own interests, and bringing forward the most paltry of arguments, the financial argument. They would say—"You have vital interests to promote, and you are so stupid you will not do it, but will even suffer the people to die." Parallel arguments apply to the question of the development of the resources of this great country. (Hear, hear.) There is one fact in regard to railway enterprise in India which is patent to people who, like myself, have lived in India when there were no railways, and have travelled through the railway systems of India, and it is this, that in every village on a permanent and paying line of railway every house has had its property, whether household property, land, jewellery, or cattle, five-fold increased. This increase of prosperity should be kept steadily in view by Government. I am sure that the one great factor which has increased the revenue of India from 20 millions a year (which I have seen in my day) to 60 millions a year (which it nearly approaches on this day) is the increase of trade due to the railways and to the regular prosperity of the people along the lines of railway. Were it not a dumb people, a people without a Press, and unused to representation of any kind, this room to-day, instead of containing 200, or 300, or 500 people, would contain probably five millions, who would come here to give their vote for the memorial we are about to transmit to the House of Commons. I do not belong to the commercial section of the community, and it is as representing the 30 millions of inhabitants that I have attended to-day to urge the observance of the best interests of Western India, the develpment of trade, and the permanent prosperity of the people. Gentlemen, you have heard here to-day, and upon every occasion when the financial interests of India have been debated, we have heard it said that India is a poor country. This is in the abstract true. In comparison to its great area and its great population, it is a poor country, but, gentlemen, when you consider that the 240 millions of people have only 7,000 miles of railways, and when you consider all the produce which the country is able to bring forward with the small number of miles of railway which are open, you see that the produce is always greater than the carrying capacity of the railways. I say that ought not to be. Government ought to go in for extension of railways at a very much greater rate than it has been doing for the last few years. Apart from the question of gauge altogether, the extension—the mileage extension—has not been such as the interests of the country has demanded, or as the interests of its commercial relations with other countries require. In the case of the line from Ahmedabad to Delhi, for instance, if instead of so much correspondence the Government of India had realised the importance of quickly extending the Railway system of India, we should have had that line constructed on the narrow gauge long ago, its deficiencies would have been proved, the remedy would have been applied, and we should have had a complete trunk line for the West of India. This may be delayed for a short time by—I won't say obstruction, but—inability to discern the solid arguments of those who show the necessity for a standard gauge line; but only for a short time. Inevitably, it must come; and I do hope this is a step we are taking to-day which will lead to a thorough investigation into this question and an answer to our appeal such as the trade and general interests of Western India demand—namely, that the line from Ahmedabad to Pahlunpur, if not further on, be made on the standard gauge. [Applause.]

Mr. D. S. Kemp supported the resolution. He said this was the third or fourth public meeting he had attended on this subject. If there was one object which the people of Bombay had at heart, and one point on which the local Government (in spite of the personal predilections of the present Governor) had been constantly at issue with the Supreme Government, it was the securing of the broad gauge for the Ahmedabad and Ajmere Railway. During a long period of years when trade had been steadily decreasing, Bombay had seen her best markets and various fields of produce wrested from her and handed over for the benefit of Calcutta, and during all this time the people of Bombay had been soothed by specious promises. Now that the trade of the place was almost in a state of inanition, and the neighbouring districts from which a great deal of the trade of the port was drawn had been devastated by years of famine, Bombay was presented by this wretched narrow gauge line, which they knew would leave them in about the same position, as regarded the opening up of the North West to their trade, as they occupied before. (Hear, hear.) It was much like connecting two immense systems of telegraph lines by an imperfect conductor, which when the systems were set to work could not bear the strain upon it, would become red hot and snap in twain. In the case of this narrow gauge line, it would not be able to do the work which would be thrown upon it from the broad gauge lines on either side, there would be a block, and the whole system would be thrown out of gear. [Applause.] He had culled the following statistics from the interesting paper recently published by Mr. O'Connell. The cost of carriage of goods on the Rajputana line during 1877 was 29 per cent. higher than it was on the B. B. and C. I. Railway, and 56½ per cent. higher than on the G. I. P. line, the result being that the public actually paid over 6 lakhs of rupees for carriage of goods over the Rajputana Railway more than they would have done had the traffic been conveyed at the G. I. P. rates, and nearly 4 lakhs more than if it had been carried at B. B. & C. I. rates. On the other hand, had the G. I. P. & B. B. & C. I. charged the same average rates as the Rajputana line, the revenue of the G. I. P. would have been increased by Rs. 1,48,00,000, and the B. B. and C. I. receipts would have been augmented by about Rs. 13,38,000. That, he thought, sufficiently illustrated the resistance the Western Rajputana line would offer to traffic between the two great railway systems. He thought that the people of Bombay after this shattering of all their expectations were strongly tempted in their indignation to exclaim in the well worn words of Shakespere:—

> "And be those juggling friends no more believes
> Who palter with us in a double sense
> Who keep the word of promise to the ear
> And break it to the hope."

He cordially supported the prayer of the petition; they knew fair play was the watchword of the English nation, and all they wanted was a fair field and no favour, which they might be sure the House of Commons would give them. [Hear, hear.]

Mr. Mathew said—The announcement which has been made to us that the Rajputana line to connect the East Indian and the Bombay broad gauge systems is to be of the metre gauge, is one which, as the Secretary of State anticipated, we can only receive with regret; being satisfied that the metre gauge is unsuited to the position, and that the dislocation of a main artery of commerce by the insertion of the metre gauge between two broad gauge systems must be injurious to the interests of the country. In our system of Government the high dignatories who decide in such matters are supposed to be guided by their professional advisers, but in this case we are aware that the responsible Minister for Public Works in India is opposed to the decision; that the Government of Bombay and its professional advisers have during several years supported the petitions of the citizens of Bombay and of the principal cities of Gujarat, Surat and Ahmedabad, as well as of Agra and Delhi to have the main line of railway between Bombay and Delhi on the broad gauge; and now we are informed that in opposition to the views of the great majority, including all who best know the position and can most accurately estimate the losses and inconvenience likely to be caused, that we are to have the metre gauge in the middle of the broad gauge system, and *of all places in the world for a narrow gauge across the level plains of productive and populous Gujarat*. In most other countries, as the result of experience to this time, uniformity in gauge of the main arteries of commerce has been recognized as a necessity, and alterations to ensure uniformity have been carried out, in some cases at great cost. In other countries also the one invariable result of experience of railway working has been that the narrow gauge is unsuited for the accommodation of a considerable traffic. In Sweden, the narrow gauge having been tried, the system there has now lost nearly all its supporters, and against 400 miles of narrow gauge there are now 2,000 miles of broad built or projected. Ten years ago in Austria and Hungary cheap railways being desired, Mr. Nordling, the Chief Engineer of Government, followed the Indian example and adopted the metre gauge; but the plan after trial was abandoned and the 4ft. 8½in. gauge is now the gauge of the main lines of Austria and Hungary. Russia and Spain have fixed larger dimensions, the object in both cases being to differ from the Continental system, but deeming it better that the difference should be by augmentation rather than by diminution of the width of way. Throughout the Continents of Europe and America and Australia, after the trial of numerous gauges, the English 4ft. 8½in. gauge now very generally prevails. The broad gauges of the Great Western of England and of the Grand Trunk of Canada have been reduced to 4ft. 8½in. and the narrow gauges are generally being widened to the more convenient and economical gauge. In 1872 the House of Assembly of Victoria was persuaded to adopt a narrow gauge, but the Government of the Colony fortunately paused in the matter and took advice of a committee of leading English engineers, and the result was that a 5ft. 3in. gauge was preferred to the 3ft. 6in. proposed. In America, where much of recent prosperity is attributable to the opening up of the country by railways, and where there are five times the extent of the English railways, there has been an almost total abandonment of the narrow gauge system, the extent of narrow gauge now not being 5 per cent. of the lines open. Lord Cranbrook has mentioned that his decision has been influenced by the expectation that there would be an immediate saving of 12 lakhs by the adoption of the narrow gauge to Pahlanpur, but on that point His Lordship must have been misinformed. Looking to the fact that much of the work has been done for the broad gauge, and that the necessity for providing special narrow gauge stock instead of allowing the stock of the adjoining, broad gauge line to circulate, a correct estimate would not show any such saving, and I submit that the least costly manner in which the line could be built would be on the broad gauge but with lighter rails for low speed. Having built 22 miles of line on the particular district on the 5ft. 6in. gauge between Viramgam and Kharagora, at a cost of Rs. 33,000 a mile, and 80 miles with full weight of rails at under £5,000 a mile, I claim to speak with authority on this part of the subject. In a map lately published by the Government of India, the line to Palanpur from Sabarmati is shown as to be narrow gauge and the line proposed from Palanpur to the valley of the Indus as on the broad gauge. The insertion of the narrow gauge in the fertile and populous district between Sabarmati and Palanpur is indeed difficult to understand, and I am reluctantly obliged to state that in my humble opinion it is a measure which is not defensible on grounds of economy or of immediate savings, that it must cause an increase of the immediate outlay and must certainly result in loss and inconvenience to Government and to the country. After a long delay and much discussion the Secretary of State (Lord Salisbury) by a despatch dated 27th April 1876, sanctioned the construction of the Western Rajputana Railway from Ahmedabad through Palanpur to Ajmere, 298 miles, at a cost of Rs. 1,84,00,000 (184 lakhs)—a sum little if at all under the sum at which the line could, since the date of the sanction, have been carried through to completion on the broad gauge. It has often been told how the want of this railway line shuts off traffic from Bombay; how the 350 miles additional length round by Jubbulpore and Allahabad is an obstruction of serious magnitude, and now although at long length the through line is really being constructed, we are told it is to be for the main line on a system which has been discarded wherever experience in working railways has been acquired, in Europe, Australia, and America,—on a system which would perpetuate high tariffs and slow carriage, the "great preventives" of commerce. And so again in the interests—political, financial and commercial—of this great country, the citizens of Bombay in public meeting here assembled very fitly appeal to the higher authorities of Government, who may even yet order a competent committee to investigate and advise or to determine on this question, which we deem to be of the highest importance to this city and to the people of Western and Northern India.

Mr. Forrest—Though the subject is worn so threadbare and the question has been so often discussed in Bombay, I rise to support the resolution, because I feel it is the duty of every merchant to aid and encourage any movement that tends to the material prosperity of this city. We have waited long and patiently—too patiently I think—for this Ajmere line. If we (to use the words of Sir P. Wodehouse) had agitated, agitated, agitated some five or six years ago, as zealously and persistently as we have lately done, the railway would have been by this time an accomplished fact. (Hear, hear.) However, a commencement has been made, but on the narrow gauge system—and it is again and for the last time to protest against this that we are here to-day. On this question Bombay has long made up its mind. (Hear, hear.) We have taken the best advice we could, and though I confess much of it comes from a naturally interested party—the engineers and officials of the B. B. and C. I.—still the fact remains that our objections have never been answered, and our arguments against the narrow gauge have been treated with a silent contempt hardly creditable to the Government. If, sir, we are unfortunate, who is to blame? If we have wearied unjust heaven [I mean the Supreme Government]—[a laugh]—with our cries, it is because they will not condescend to show us the more excellent way or give us their reasons for their decision. [Hear, hear.] As Mr. Kittredge said, with the exception of Sir Richard Temple's defence of General Strachey's views at Guneshkhind, when we have no explanations of the reasons which governed the authorities in their decision. But, sir, many of us will allow that on branch lines and on lines with small traffic the narrow gauge is not inexpedient, and the dispute between us and the Government probably resolves itself into the question whether the Ajmere Railway is to be only a branch line, a feeder to the Bombay, Baroda Railway, or a grand trunk line such as Lord Dalhousie proposed. We believe, sir, it will be the latter, not only a grand trunk line, but the main line to the North-West Provinces—[hear, hear]—and we had good grounds for our belief. In 1877, the G. I. P. Railway carried from the districts already connected with Calcutta by the East India Railway 297,000 tons of public merchandise, but that was a famine year. It will be fairer to take 1878, when 31,000 tons were taken up and 182,000 tons brought down. You will hardly credit me when I tell you this is more than the Ajmere Railway carried altogether in 1877—(hear, hear)—and to bring this amount—I mean the 182,000 tons—down here it would take the narrow gauge, as it is worked now, three years—(hear, hear)—and that not including its present traffic. I will not pretend to say the G. I. P. is going to lose this traffic and our new railway get it instead, but no one can doubt its getting a very large share quite enough to block the narrow gauge. Besides increased communication means increase of trade, and we may fairly expect from these districts double the quantity we are now receiving. To quote some figures which appeared in to-day's *Times of India* in 1853, when railways were first begun, our exports and imports were £38,000,000; in 1877, with 7,500 miles of railway, our exports and imports were 113,000,000. We have the cheapest port in India. When the Elphinstone Land Estate increases in value, as I believe it will, we probably may have an altogether free port. Bombay is especially a transit town, a sort of large clearing house for all India. We have only 12,000,000 inhabitants in our Presidency, and we want to stretch out our hands to the north, to the south, and to the east to reach the 30 or 40 millions of people in the north, and to draw the produce of their fertile plains to this their nearest and cheapest port. Who can doubt, sir, that the traffic will be enormous. Already the Ajmere and Delhi line cannot carry all it is offered. We are persuaded the line must be relaid with the broad gauge before many years. [Applause.] We want to save the Government the expense, and ourselves the delays, the difficulties, the damages which our trade will suffer during the intervening years. [Hear, hear.] I have not wearied you with figures or statistics of the relative cost of the two systems. I have endeavoured to express the tone of public opinion on the subject, and not the arguments on which that has been formed. We are told Heaven helps those who help themselves, and I think, sir, we have taken the first step towards earning a blessing on the energetic, persistent, and I trust it will prove not altogether unsuccessful, manner in which we have agitated on the matter of the Ajmere Railway. [Applause.]

The resolution was then put to the vote and was carried unanimously.

Mr. Nanabhoy Byramjee Jeejeebhoy—Gentlemen, it is very gratifying to see such a numerous and influential gathering of our citizens of all classes and creeds here to-day combining in one final effort to obtain a concession that is essential to the continued prosperity of the trade of this seaport. I have for many years taken an active interest in the discussion of this question of the most vital importance to our city, and the initiative to convene the first public meeting of the inhabitants of Bombay to protest against the adoption of the metre gauge on the Western Rajputana Railway was taken by me a long time ago by calling together a few of the more important citizens of Bombay at my office in February 1877 to discuss the preliminaries of the public meeting. I had great pleasure, therefore, in responding once more to the invitation of the Chamber to say a few words in support of the resolution which has been entrusted to my care, but the general arguments in favour of a uniformity of gauge, and against the break of gauge especially, on our trunk lines and about the inferiority of the narrow gauge and the mischievous hindrance which it is sure to prove to the development of our trade, have been almost exhausted at our former meetings and again here to-day by the able speakers who have just addressed you. It would be useless, therefore, for me to take up your time by covering the same ground over again. The position of the line demonstrates to us that it would become one of the principal arteries of the country, and we therefore deeply deplore the sorry policy that has so long retarded the completion of it. If this line had existed during the recent famine years, incalculable sums of money would have been saved to the country generally, and we need not have been exposed to the danger of the serious pressure which we recently incurred. But let us not grieve over spilt milk, gentlemen. Let us drown our resentment for what is past, and let us direct all our energy to the future and make one final effort to see that the advantages of the line which the Government has at last thought fit to sanction after ten years' delay are not nullified by the adoption of the miserable narrow gauge, necessitating a double break. It is our duty to let no stone unturned to prevent the obstinate Strachey Brothers from leading the Government into committing a most mischievous and palpable blunder, and wasting the ratepayers' money over the metre gauge on a line that must eventually be constructed upon the 5ft. 6in. or standard gauge. I cannot conceive, gentlemen, what induced Lord Cranbrook to decline compliance with our wishes, which are entirely in consonance with the general feeling of the country. For speed, comfort, safety, and even for ultimate economy, there can be no doubt as to the great inferiority of the narrow against the broad gauge as has been amply testified by competent authorities both here and in England. His Lordship was aware that not only the people, both official and non-official, European and native, and not only the Press of India and the Chambers of Commerce, but also the chief of the Public Works Department of the Government of India, unanimously condemn the metre gauge for this main line from every point of view, whether political, commercial, social, or strategical, and yet without advancing one single argument or showing us the least shadow of a shade of reason. His Lordship instructs the Governor of Bombay to inform us that he is "compelled to decline compliance with our wishes." The resolution that is in my hands says that the petition be presented to Parliament through Mr. Rathbone. We are aware of the valuable services this gentleman has rendered to us in the matter of our Mail contract, and I think you will all agree with me that we could hardly have selected a better medium through which to make our voice on this subject heard in the British House of Commons. Mr. Rathbone's special and intimate acquaintance with the subject will enable him to urge our case with great effect and he has our utmost confidence. With these general observations I now beg to move "that the petition be entrusted to the care of Mr. W. Rathbone, the member for Liverpool, for presentation to the House of Commons."

Mr. Javerilal Oomiashunker seconded the motion. He said—The principal point on which it appears to me the whole controversy regarding the respective merits of the broad and metre gauge systems hinges, is the consideration whether financially it is better to put up with a slight increase in the first costs of a broad gauge line and save a portion of working charges or to have a smaller first cost, as in the case of the metre gauge line, with comparatively increased working expenses. Now, it is to be remembered that the first cost of a remunerative public work is a charge incurred but for once whilst the working charges form a constantly *recurring* element of expenditure. Hence the first cost may be easily borne, provided the recurring item tells favourably on the net working results. If, therefore, it can be shown that the working charges on a broad gauge system compare favourably with those on the metre gauge railway, there can hardly be, I think, any room for doubt as to which system ought to find preference considered from a financial point of view and irrespectively of other equally important considerations. From a report I hold in my hand comparing the working expenses on the three lines, I find that whereas on the B. B. and C. I., and G. I. P. Railways, the cost of carriage of one ton of goods per mile is 4·12 and 4·59 pies, that on the Rajputana line is 7·79 pies, that is to say, that on the Rajputana line, the cost is nearly 89 per cent higher than on the Baroda line, and about 70 per cent higher than on the G. I. P. A difference of over 3 pies per ton per mile would in any case be a material consideration to the trader to send his goods or not. In the case of 83 miles—the distance between Ahmedabad and Phalanpur—the saving on the broad gauge line would come to Re. 1-4-9 per ton of weight carried and would thus be a sufficient inducement to despatch goods in these times when competition tends to equalize prices everywhere and minimize the margin of profit. Again, when we consider that the tendency of trade is to take the shortest route and that low working expenses can alone admit of low rates of transit, we may well conceive the extent of loss which the metre gauge is likely to cause to the rapid development of internal commerce and the increase of exports—the two circumstaces to which we at present look for placing the exchange between India and England on the right course and bringing about the appreciation of the rupee. I have, therefore, much pleasure in supporting the proposition just read to you.

This resolution was also carried unanimously.

The meeting concluded with a vote of thanks to the Chairman proposed by Mr. Vijbhookundas Atmaram, and seconded by Mr. Dadabhoy Hormusjee.

THE DUKE OF ARGYLL ON THE FOREIGN POLICY OF HER MAJESTY'S GOVERNMENT.

HOUSE OF LORDS—MAY 16.

(Concluded from Thursday's "Bombay Gazette.")

I am not saying you are going to fail in the execution of the Treaty of Berlin; I am supposing you will succeed in executing the whole of that treaty—that you will succeed in carrying into effect the whole of its intentions; but what is the result? Can you really pretend to the people of this country that under these circumstances and conditions 15,000 out of the 30,000 square miles you profess to have restored to Turkey can in any sense of the words be said to have been so restored? (Hear, hear.) I say practically that province is withdrawn from Turkey, and I say under your management its influence has been added to that of Russia. (Cheers.) One of the most wonderful sayings attributed to the noble marquis—I don't know whether correctly or not—in his speech the other day to the Registration Society to which I have already adverted was that in enlightening the Conservative electors of the City of London he actually used this illustration—he said, setting aside details into which he would not enter, that the relations between Eastern Roumelia and the Sultan will be very much like the relations between the British Colonies and the Queen. (Hear, hear.) I am about to visit the greatest of our dependencies—the Dominion of Canada—and I shall be curious to learn whether the people there recognize this new doctrine in political philosophy that the relations between Canada and the Queen are very much the same as the relations between Eastern Roumelia and Turkey under the Treaty of Berlin. (Hear, hear.) But I go further. Setting aside Bulgaria and Eastern Roumelia, is it really true that the rest of the territory has been restored to Turkey? Not a bit of it. The Treaty of San Stefano stipulated in the 15th article that Turkey should no longer be independent, even in its most purely internal affairs. It stipulated that Turkey should give political institutions to the Armenian province of Turkey similar to those of Crete which practically involved considerable independence. But under the Treaty of San Stefano the whole of Turkey was put under promise to Russia and the other Powers behind Russia that certain privileges should be given to every one of the populations. That was a stipulation in the Treaty of San Stefano which made Russia the mistress of Turkey. What have you done with that? Have you thrown that out? Not a bit of it. You have adopted it in your Treaty of Berlin. You have put Turkey under a promise to all the Powers for the whole of the rest of her territory that she shall give Constitutions similar to that of Crete, and you retain in your own hands the power of judging whether she has or has not fulfilled that treaty. I say under these circumstances you have restored no part to Turkey. You have followed slavishly the Treaty of San Stefano. You have adopted its main articles, and by these articles you have made Turkey a subject Power. But, perhaps, it may be said, it is very true we have adopted the provisions of the Treaty of San Stefano, but we could not help ourselves, and Turkey is now for the first time under treaty obligations in regard to its most internal affairs; but we have substituted Europe instead of Russia. That would be a very fair answer if true, but it is not true. Under the Treaty of Paris of 1856 it is true that Europe was constituted separate from the other Powers; but under the Treaty of Berlin there is no Europe. What you have done is—you have added your right to coerce Turkey, but you have not constituted a joint authority. The Treaty of Paris provided that recourse was to be had to the United Powers before any one of them went to war with Turkey. You made no such provision. Under the Treaty of Berlin each and all the Powers have their separate rights to have recourse against Turkey and to claim the fulfilment of the promise made not to Europe only, but to each and all the Powers. And what is more, I believe the noble marquis was a special opponent of a provision which was suggested by Russia that there should be some machinery for carrying into effect the intentions of the European Powers. The noble marquis resisted this—on what ground I never could really understand, but whatever his ground the effect is this: that each and all the Powers have severally and separately their recourse against Turkey in case it should be required. Now, under these circumstances I maintain that the Treaty of Berlin in all essential respects is nothing but a copy, with slight, comparatively unimportant, and sometimes mischievous modifications of the Treaty of San Stefano. Well then, perhaps, the noble lord may say—"But then we have the Asiatic Convention." I must say, in regard to this Asiatic Convention, that I never did feel the objection to it which I have felt to many other parts of the policy of Her Majesty's Government. It had at least this great advantage, that it confessed it was quite wrong and impolitic to guarantee to Turkey any part of her dominions without a corresponding promise of reform. It gave up the doctrine of the patriots in this country that it was for the interests and honour of England to maintain the Turkish Government whether she reformed herself or not. It admitted the principle that if we guaranteed Turkey in her territory she was bound to assure us of good government. The only objection I had to it was that it was impossible to execute it. Look at the bearing of the conduct of the Government as to this convention. I have already referred to the importance of the harbour of Batoum. If any one thing is certain in regard to this Eastern Question, it is this—that if England had chosen to insist, she might have prevented Russia acquiring Batoum. We had our fleet—a very powerful one; Turkey also had a fleet of considerable power, under the command of a distinguished English officer; while Russia had no fleet in the Black Sea, and it certainly would not have been impossible to prevent Russia acquiring Batoum if we had employed our fleet and the Turkish fleet to prevent it. But the Government came to the conclusion that it was not for the interest or honour of England to go to war with Russia to prevent her getting the harbour of Batoum. The noble marquis, in a speech the other day, said they gave up many things for the sake of peace. By all means it was quite right to give up Batoum for the sake of peace. But you, who declined to go to war for the harbour of Batoum, took revenge on future Governments by a convention which compels future Governments to go to war with Russia if she acquire a single scrap of territory in Asia Minor. Conceive the rashness of that transaction. You exercised your own freedom, and I think wisely, but you determined as far as you could to impair and hamper the freedom of future Governments of England and compel your country, very possibly under most disastrous circumstances, to go to war with Russia if she should acquire any territory in Asia Minor. Is this a foreign policy of spirit and dignity?—is this a brave foreign policy? It seems to me a foreign policy founded on and essentially involving

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

a conspicuous example of political cowardice. (Hear, hear.) You have no right to revenge yourselves on posterity for the rebuff you have received in submitting to Russia. You ought to have left the hands of the future English Governments as free as they were before; and I cannot conceive any convention made by an English Government less worthy of them than this convention, which you know you cannot execute, but which will be a serious embarrassment to those who come after you. (Hear, hear.) My lords, I have not yet done with this wonderful Treaty of Berlin. There is another article which leaves Russia in full possession of the enormous subsidy which was imposed upon Turkey by the Treaty of San Stefano. (Hear.) That subsidy amounts to something like £50,000,000. "Oh!" you said, "we will take care that this engagement to Russia shall not be a prior obligation." Prior to what? It may not be prior as regards other creditors—that may be true; but it is prior to many other important purposes on which Turkish revenues ought to be employed for the improvement of the government and the happiness of the people. (Hear, hear.) Russia may not be before other creditors, but she is before the native population of Turkey. The noble marquis came down the other day and told us that the reforms in Turkey depended upon the finances of Turkey; and so they do. But how does this apply as regards the subsidy? Why Russia is enabled to checkmate the reforms of Turkey. (Hear, hear.) Then look at it from another point of view. Look at the power it gives to Russia over Turkey. Are you sure, since the complete subjection of Turkey to the political domination of each and all of the Powers, that Russia will have no access to the Porte which is closed to you? Russia has nothing to do but with a wink of the eye in the palace of the Sultan to say, "We shall not insist this year upon more than half the interest, provided you do so-and-so," and it will be done. Depend upon it this subsidy is an instrument in the hands of Russia which she will know how to use. (Hear, hear.) I am not inclined to blame the Government for every departure from the Treaty of Berlin. What I said before I repeat that there would be no loss of honour or of credit, but great honour and great credit if the Government should agree to the modification of that article of the Treaty of Berlin which related to the time and the manner of garrisoning the Balkans. The noble marquis told us the other day, if I understood him rightly, that this clause was not compulsory, but permissive—that it was in the power of the Sultan to put those garrisons in, but it was not in the power of the Sultan to bar his right to do so if he liked. But what does that means? The Sultan might do it, or not do it, but he could not bargain his right away. But by a private agreement with Russia he could bargain to abstain from the exercise of his right, and I believe he would be wise to do so. I believe these hostile garrisons in the midst of a hostile population will be no real gain to Turkey; and I hope if the Government comes to that conclusion in concert with the other Powers of Europe that it will not be necessary to put a pedantic construction on that article of the treaty. There is only one other part of the Treaty of Berlin to which I wish to refer, and that is with regard to Cyprus. [The Marquis of Salisbury.—That is no part of the treaty.] I beg pardon, I mean the convention between this country and Turkey. Just before the announcement was made of the acquisition of Cyprus I had been reading a very interesting work, not of a political character, on the island of Cyprus by the American Cosul, Mr. Cesnola. It contained an account of the antiquities of Cyprus; but, incidentally and entirely without reference to political affairs, it mentioned circumstances which gave a most horrible idea of the misgovernment of the island under certain Pashas. The author added to innumerable proofs we have already had from independent sources of the corrupt character of the Government of Turkey. Therefore, I must confess when I heard of the acquisition of Cyprus by England I was very much disposed to say, "Well, at last here is one more corner of this fair world redeemed from the government of Turkey." And as I did not see much harm in it, it was one of the arrangements made by the Government in which I was inclined to acquiesce. But, as a means of resisting Russia, it was a bad job, and worse than a bad job. (Hear, hear.) It was a mere bait. It is true that great landowners have such a desire for land that they are ever eager to acquire more; and the noble marquis and the noble earl knew their countrymen and they took them in their weak point. The rejoicings in the country and the Press at this acquisition of Cyprus reminds me very much of the joy that some member of your lordships' House with two or three hundred thousand acres experiences when he hears that his agent has brought some old woman's cabbage garden. (Laughter.) I turn now to another point and come to sum up the results of what you have done. The first result I apprehend is that Turkey is gone—gone for ever. (Hear, hear.) The noble earl at the head of the Government said, I believe, a year and a half ago that great Powers might exist with the loss of provinces—that England had lost provinces, and why should not Turkey lose them. But Turkey has lost more than provinces—she has lost that which is essential to empire, she has lost independence. [Hear, hear.] Do not deceive yourselves with fine phrases—Turkey as an empire is dead and gone. (Hear, hear.) The next result from the conduct of the Government is that the future of Turkey is left in complete confusion with the most dangerous liabilities to this country. (Hear, hear.) I don't know whether many of your lordships realize this fact—at least I believe it to be a fact—that besides the clauses of the Treaty of Berlin which are taken *verbatim* or substantially from the Treaty of San Stefano—and these are the most important and most operative clauses—it is held that all the rest of the Treaty of San Stefano which is not affected by the Treaty of Berlin survives between Russia and Turkey. The noble marquis shakes his head, but I have seen a despatch from himself in which he says we have no right to interfere with regard to the subsidy because it was part of the Treaty of San Stefano and did not contravene the general law of Europe. Therefore, I have a right to infer that those parts of the Treaty which are not against the general law of Europe and the Treaty of Berlin remain intact. (Hear, hear.) Then there is another point, and that is the identity of the interests of the populations of the south-east of Europe and Russian interests. That I regard as a far more formidable result of the policy of Her Majesty's Government. (Hear.) It was an important question whether the new Principalities should or should not be independent of Russia. I maintain that the identification of the population of those Principalities with Russia has been due mainly to your conduct. Have your lordships read the account of the last day's proceedings of the late Bulgarian Assembly? The name of England was never mentioned; all the enthusiasm of the day was for the Czar. The cheers were all for the Russian army and the Russian Emperor was treated as the liberator of the country, which indeed he has been. All the gratitude of the country is given to Russia. My lords, look at the actual results under the operation of this treaty? Who has been elected Prince? The nephew of the Empress of Russia. Do you think there is no meaning in that act? You may regret it, but you cannot help it. By the large portion of the public which has been supporting you and egging you on, and which has given you your great majority in Parliament, that will be considered a significant fact. (Hear.) At the beginning of my speech I referred to an address of the Patriotic Society. How does Sir Henry Layard reply to it? Why, he goes in for unmitigated abuse of the Bulgarians. The Government of England are pledged to support this new principality, in regard to which our Ambassador uses this language,—"However bad the Turkish Government may have been, it was a controlling body. You have now established a Bulgarian nationality, which, I fear, will be far worse than the Turks." Now, I do not say whether it is true or untrue, but is that the kind of language which you ought to encourage on the part of the Ambassador of England? (Hear, hear.) Sir Henry Layard is an old personal friend of mine. I have received kindness at his hands and I admire the ability and the energy of his character, but—and I say this painfully as a public duty—a man who goes back to Constantinople at this time to see to the execution of a treaty which provides for this new nationality violates in a grave manner his public duty when, as the representative of England, he tells us that the Bulgarian nationality will be worse than the Turks. (Hear, hear.) Well, I sum up the results in Europe by saying this. With this Treaty of Berlin, which is a pale copy of the Treaty of San Stefano, we can afford to smile at your victories and to laugh at our own defeats. It was our desire—at least, it was mine—that Turkey, as an empire in Europe, should be destroyed. You have done that. Like a man who looks at some great savage beast which has received its death would, but which is still capable of mischief, I say, "Hold back! Do not sacrifice another life by putting him out of his pain. Internal bleeding will do the rest. Let him alone to die." As regards the flourish of the Government when they returned from Berlin saying that they brought back "Peace with Honour," it seems to me that it was a "Retreat with Boasting." My lords, if I had not taken a prominent part in this question and been responsible for discussions on it out of doors, I should have shrunk from the labour which I have undertaken to-night, but I feel I should be guilty of shirking a public duty if, having said a good deal out of this House, I were to shrink from submitting my opinions to the test of a discussion by your lordships. On the subject of the war in Afghanistan the noble earl at the head of the Government made an appeal to me last night to which I wish most heartily to respond. In looking back at these four years there is no part of the Eastern Question on which the Government are more loyally supported and on which they have a more triumphant majority in this House. I am not at all surprised at that. It seems to be perfectly natural in the circumstances. This House was not consulted until it was too late, and many noble lords on both sides said to themselves, "Here is the Government committed to a war. It is too late for us to interfere, and we must, in the circumstances, support the Government." I perfectly understand the motive under which the majority voted, but we must look back a little to what was done before. I am not talking of the results which are still in the future, but of things which have been done and which cannot now be undone. I wish the House to remember that the history of the Afghanistan question is distinctly divided into two separate parts. First, there was the deplomatic quarrel which ended in April, 1877, and then there was the subsequent quarrel with respect to the Russian Mission which was the immediate occasion of the war. I wish to make a few observations respecting the diplomatic quarrel which ended in April, 1877, and as to which Parliament was never informed. It was kept a profound secret from both Houses of Parliament—studiously kept secret. (Hear, hear.) The first result which I find in the conduct of the Government is this. They have made a most offensive imputation against the Mahomedan subjects of the Queen. It is very singular that in all the public discussions of this question that I have seen the point to which I am now referring has hardly been noticed. The whole quarrel with Afghanistan arose out of the determination of the noble marquis that we should have Englishmen and not Mahomedans as our agents in Afghanistan. There was no quarrel with the Amir about native agents. He would have had as many Mahomeden agents as you like. "No," said the noble marquis, "we cannot trust these native gentlemen; their accounts are so incomplete, and I doubt whether they are perfectly faithful. We must have Englishmen." And that was the cause of the quarrel. I myself have had the honour of being Secretary of State for India, and I deprecate the mischief likely to arise from the doctrine that we cannot trust the native Mahomedan gentlemen in India even to give us correct and faithful information. I believe it to be entirely untrue and unjust. (Hear, hear.) I believe that the native gentleman who was our agent at Kabul for many years, and who was chosen by my noble friend behind me as a gentleman of ability and high honour, was as honest and as upright a man as regards information as any English gentleman you could get. Indeed, Lord Lytton himself was obliged to compliment him, at a later stage of the proceedings, on the conduct he pursued. I believe that this diplomatic quarrel, which, be it remembered, led to the war, on the sole ground that the Amir would not receive British officers, was a cruel and unjust charge against the Mahomedan gentlemen who are subjects of the Queen. There is another result which I am very sorry to have to mention, but which I feel bound to mention, and I shall be very glad to have a satisfactory answer from the Government. It is one result of the conduct of the Government in this Afghanistan question that it can be said with too much truth that the Government of India had shuffled with its public engagements. I maintain that by the 7th clause of the Treaty of 1857 entered into with Dost Mahomed, the father of Shere Ali, we were bound not to press British officers upon him. The rest of the treaty was more or less temporary, but that was a surviving clause. Lord Lytton himself was obliged to confess it, and I say that the diplomatic pressure which you placed on the Amir was a direct violation of the 7th clause of that treaty. There is another consequence which I think is a very serious one, and that is, the most injurious and invidious distinction which has been made between treaty obligations and obligations under solemn promises of the Viceroys of India. (Hear, hear.) In India we are dealing with half-civilized peoples to whom the forms of European diplomacy are not familiar. Many of our obligations rest upon the words of Viceroys and Governors-General, and the distinction made by Lord Lytton between treaty obligations and obligations under the solemn promises of Lord Mayo, Lord Lawrence, and Lord Northbrook was distinctly injurious to the honour of the British Crown. (Hear.) There is yet another result of your proceedings in the East. It is that the British Government is capable and that the Secretary of State for India is capable of something very like double-dealing in the negotiations. That is a very serious charge. ["Hear, hear," from the Ministerial benches.] I quite admit that; and unless I am able to give chapter and verse for this accusation I should certainly retract it. If the noble marquis shall prove that I am mistaken, I will publicly withdraw it. But I think it my duty to say here and in his presence what I have said elsewhere in regard to his conduct in this negotiation. I can put in a nutshell what I have to say upon it. The late Amir, Shere Ali, made two demands upon the British Government in 1869 through Lord Mayo: the one was for a dynastic guarantee in favour of his son Abdoolah Jan, and the other for a military guarantee, irrespective of conditions, against ivasion from Russia or any other power. The policy of Lord Mayo at that time, and the policy of Mr. Gladstone's Cabinet, was simply this—to tell the Amir, Shere Ali, openly, "We cannot give you that dynastic guarantee. We cannot give you that military guarantee." My complain against the noble marquis is this—that he said, "We can give you this guarantee," and then he set about by ingenious devices to keep that freedom in the hands of the Government which he professed to give away. That is my charge, and I found it on the instructions sent by the noble marquis on February 28, 1877. Just let me read to the House the account which the noble marquis gives of that dynastic guarantee. We know that what the Amir wanted was that the boy Abdoolah Jan, the son of his favourite wife, should be guaranteed by the British Government as his successor over the head of Yakub Khan, his older and abler son. Lord Mayo said, "We cannot give you that guaratee." What did the noble marquis say? He said that former Governors-General and former Governments had been guilty of using ambiguous formulæ to the Amir, and no wonder the poor man had been disappointed. We will give a guarantee for the succession of Abdula Jan. The noble marquis addressed private and secret instructions to Lord Lytton—instructions so secret and so private that they were actually by a most unconstitutional exercise of power withheld from the Council of India. The noble marquis gave to the Governor-General personally—not in council, the constitutional form—these secret instructions; and here is what he says about this dynastic guarantee:—

"The frank recognition of a *de facto* order of succession established by a *de facto* Government to the throne of a foreign State does not, in the opinion of Her Majesty's Government, imply or necessitate any intervention in the internal affairs of that State."

(Hear.) That is to say, Lord Lytton was to pretend to give a guarantee for the boy Abdoolah Jan, but he was privately instructed that that did not involve any intervention in the internal affairs of Afghanistan. [The Marquis of Salisbury was understood to ask where the term "dynastic guarantee" was to be found.] The words "dynastic guarantee" were not expressly used to Shere Ali by Lord Lytton. I am not quoting the expression used in the official documents, but giving a description of what was meant. What the Amir wanted was a guarantee for the succession of this boy. What the noble marquis directed Lord Lytton to do was to offer a British guarantee with this other expression, that it did not involve any interference in the internal affairs of Afghanistan. That, I think, is not a fair way of dealing. But this is not all. Look at the military guarantee. The noble marquis instructed Lord Lytton to go as far as he could in giving the guarantee which the Amir wanted against invasion by Russia or any other Power, but he distinctly said to Lord Lytton, "You must keep in the hands of the British Government the freedom which we must always keep to judge of the times and the circumstances under which it will help the Amir." (Hear, hear.) Why, that is exactly what we said, and in consistency with that we said, "We cannot give you either of these guarantees" The noble marquis went about devising means by which, consistently with keeping his freedom, he should appear to give them. And in the interview which took place between Lord Lytton and Atta Mahomed, our Agent at the Court of Kabul, the Viceroy told Atta Mahomed distinctly that he was authorized by the British Government to give the Amir Shere Ali that which he had asked in 1869; and at a later period Atta Mahomed was told to inform that unfortunate Prince that we were willing now to give him all that Lord Mayo and Lord Northbrook had refused. When Lord Lytton gave that assurance three times he had in his possession documents which proved that what he was then offering was wholly different from what the Amir had asked for. And what did Lord Lytton himself say? After all these conferences were over—after the Amir had been through all your pretexts and had refused your boon, Lord Lytton wrote home to the Government from India, in a despatch of the 10th of May, 1877, that, after all, he had offered to the Amir nothing but what Lord Mayo had given. I say that unless these facts can be refuted by the Government they justify the imputation which I have made against them. My point is shortly this, that while pretending to give what we (the late Government) had refused, you carefully reserved the very freedom which we thought to be inconsistent with the pretence of giving such a guarantee. (Hear, hear.) There is one other result of your proceedings in regard to Afghanistan to which I also allude with very great regret. It is not one for which the noble marquis has any personal responsibility except that the Government to which he belongs has sanctioned the proceedings of Lord Lytton. I know very well the difficulty of throwing overboard, especially in the face of an Opposition, a Governor-General whom you yourselves appointed and to whom you gave secret instructions such as those to which I have referred. But I am sorry to say that one consequence of these transactions is that in personal conferences with the Princes of India they can no longer trust that a Viceroy will treat them with common fairness, or will quote their arguments with a decent regard to accuracy. I will not weary the House with the details which I might quote in support of this assertion, but I may say that I never go back to those conferences at Peshawur between Sir L. Pelly and the late Noor Mahomed without a feeling of utter shame and humiliation. We have the fairness, the dignity, and the truth on the side of the Mahomedan and the Afghan, and we have everything that is the opposite to these on the side of the Englishman and the Christian. My lords, depend upon it that, watever may be the result of your negotiations with Yakub Khan, it will remain indelibly fixed in the history of India that the Amir Shere Ali had a perfect right to say that he had a deep-rooted distrust of the good faith and sincerity of the British Government. (Hear, hear.) I have one other consequence of this policy to bring before the House, and it has nothing to do with personalities. ("Hear, hear," from the Ministerial benches.) I am glad to have that cheer. I ask noble lords in candour to say whether they think that the way in which negotiations are conducted by Secretaries of State and by Viceroys with foreign Princes is a matter of a purely personal nature. (Hear, hear.) Do Secretaries of State and Viceroys not represent the Crown; and is it a matter of personal interest that the Crown should not be perfectly straightforward in its dealings? I deny the inference to be drawn from those cheers that we have no right to enter into these matters. They are matters of grave public interest. (Hear, hear.) Another consequence, and I think a most dangerous consequence, of the conduct of the Government in respect to Afghanistan is that you are willing to saddle the people of India with the cost of the wars, which by your own confession are not required for their protection. I say that on this ground, that when you withdrew your Agent from Kabul secretly and without telling Parliament, knowing that you were not entitled to go to war, you fell back on the doctrine which we have always maintained on this side of the House, that our position in India was so secure that it was quite unnecessary to be alarmed about the state of Afghanistan. Our military frontier was so strong that we could afford to watch and wait. You say now that we could not afford to wait; but what did you say before? You said, "We will watch and wait. We won't go to war with the Amir because he won't receive an envoy. We are confident in our position." In a conversation on October 10, 1876, Lord Lytton said to our Agent, Atta Mohamed, "As matters now stand, the British Government is able to pour an overwhelming force into Afghanistan, either for the protection of the Amir or the vindication of its own interests, long before a single Russian soldier could reach Kabul;" and he illustrated this statement by "detailed reference to the statistics of the Russian military force in Central Asia and the British military force in India, showing the available troops of either Power within certain distances of Kabul." Observe what a careful statement this is. And what does Lord Lytton say in the despatch of May 10, 1877? He says, the further course of Kabul politics "we cannot foresee, and do not attempt to predict; but we await its natural development with increased confidence in the complete freedom and paramount strength of our position." Here is a confession on the part of the Government of India that our position was one of "paramount strength," so that we could afford to be indifferent to the conduct of the Amir. Since the subsequent war arose out of the Russian Mission—which was a mere blister put to your side in consequence of your conduct in Europe—you have no right to saddle the people of India with the expenses of that war. It is a war, by your own confession, not necessary to their defence. I will not go into the somewhat intricate subject of Indian finance, but I will venture to say this, that if there ever was a time when it was most of all unjust to saddle the people of India in such a way it is when the Indian finances are in such a critical state as they are now. (Hear, hear.) We all know the enormous additional burdens which are now imposed by the loss through exchange and by the famine. The Government of India has been obliged to impose additional taxation for a famine fund. To impose the expense of this war upon the people of India is, therefore, not only inexpedient, but most unjust. It will be a lasting result of your policy that the people of India will be afraid of your casting upon them the cost of your anti-Russian passions and panics. I do not want to say anything about the future on account of my promise to the noble earl; but I believe no possible settlement of the Afghan question can fail to increase the military cost of our Indian Empire. I should be very glad if I could say anything to support the Government in their negotiations with Yakub Khan. I have no hesitation in saying that if Yakub Khan is wise he will agree to almost any reasonable conditions. He is a child in our hands. But the facility with which Afghanistan has been overrun is a proof of the truth of our arguments. It shows that we were able to do it at any moment. I will not speak of the future further than this:—The noble earl at the head of the Government, in a speech at the beginning of the December Session, which I deeply regret I could not be present to hear, condemned in a very eloquent passage what he called the "peace-at-any-price" party. I am not one of those who are in favour of peace at any price, and I hope I shall not say anything that will be shocking to the House when I say something about my own feeling with regard to war. It seems to me to show a certain amount of insincerity when we speak of the glories of a war which we approve and of the horrors of one which we disapprove. I shall not go far wrong when I say that in my opinion war is very often the less of two evils. I see no signs of the millennium in the present state of things, when Europe is ringing with the tramp of armed men, and when men of science are devoting all their time to the invention of some new weapon of the destruction. I see no dawning of the day when nations shall beat their swords into ploughshares and their spears into pruning-hooks. War is a necessary evil. I do not blame the Government for having armed the country. What I do blame it for is for having armed it at the wrong time and in a wrong cause. In the earlier stages of this Eastern question, when I think the firm words of England might have saved the world from untold horrors, this Government was no better than a committee of the Society of Friends, with all its helplessness, but without its principles. (A laugh.) I understand the policy of my noble friend on the cross benches. It had its own reasonableness, and, if it had been pursued with consistency, even its own amount of dignity. You might have said, as he said to Turkey, "You have been delinquent and refused to reform, and we leave you to your fate. We will provide for British interests and nothing else." What I blame the Government for is this—that after they knew British interests would be respected by the Emperor of Russia they armed the country and very nearly went to war, and the effect was this—that England armed, or appeared to arm, for the sole purpose of resisting the extension of freedom to the Christians in the East of Europe. My lords, I understand the rancour of the language to which I referred at the beginning of my speech. I understand the mortification with which, in spite of all your Parliamentary triumphs, you look back upon the Treaty of Berlin, which, as I have said, is little more than the Treaty of San Stefano. My lords, you are beginning to be found out. (A laugh.) The people of this country are beginning to see that you have not obtained for them what they expected. It is not we, the members of the Opposition, who are accusing you. Time is your great accuser; the course of events is summing up the case against you. What have you to say—I shall await to hear—what have you to say why you should not receive an adverse verdict at the hands of the public, as you certainly will be called upon to receive it at the bar of history? (Cheers.)

BANKS

COMPTOIR D'ESCOMPTE DE PARIS

HEAD OFFICE,
PARIS.

SUBSCRIBED and PAID-UP CAPITAL.............£3,200,000
RESERVE FUND..£800,000

LONDON BANKERS.
BANK OF ENGLAND.
UNION BANK OF LONDON.
London Office, 52, Threadneedle Street, E. C.

CURRENT ACCOUNTS are kept but no interest allowed.
DEPOSIT ACCOUNTS are opened for fixed periods at rates to be obtained on application. No deposits received for less than thirty days.
LETTERS OF CREDIT payable at any of the chief commercial towns and cities of the world.
DIVIDENDS, &c., on Government Paper and other stocks received for customers without charge, if remitted home through the Bank.

F. VOUILLON, Acting Manager.
1, Rampart Row, W.

NOTICES.

BROKEN or ENFEEBLED CONSTITUTIONS, when all other remedies have failed, have been completely restored by a course of OLD DOCTOR JACOB TOWNSEND'S SARSAPARILLA. This wonderful preparation, compounded from the Jamaica Red Roots, specially selected, has for nearly half a century maintained its place unrivalled as a purifier of the blood, and as a specific for pains in the bones and loss of strength, flesh, and appetite. Its alterative qualities cannot be over-estimated, and to all those suffering from Indigestion, Nervousness, Gout, and Liver Complaints it is invaluable.

In conjunction with this preparation may with great advantage be taken OLD DOCTOR TOWNSEND'S SARSAPARILLA PILLS. Strongly recommended, alterative, and tonic without purging. Sold by all Druggists. Caution.—Get the red and blue wrapper, with the Doctor's head in the centre. Wholesale Agents:—Messrs. Bathgate & Co. for Bengal and Calcutta; Messrs. Barry & Co., Vepery, Madras; Messrs. Treacher & Co., Bombay, Byculla, and Poona.

Chief Depot, 131, Fleet Street, London.

☞ NOTICE.—Fraudulent imitations of old Dr. Jacob Townsend's Sarsaparilla are being sold. The genuine is sold only in Red and Blue Wrappers, the old DR'S head in the centre, and the British Government Stamp affixed.

GRATEFUL—COMFORTING.
EPPS'S COCOA.
(BREAKFAST.)

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well-fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette*.

Made simply with boiling water or milk.
Sold only in Packets or Tins labelled
JAMES EPPS & CO.,
HOMŒOPATHIC CHEMISTS,
LONDON.

SAVORY & MOORE, 143, New Bond Street,
London, prepare

THE BEST FOOD FOR INFANTS.
Supplied to the Royal Families
Of England and Russia.
To be had of Chemists, &c., everywhere

THE BEST FOOD for INFANTS.
Most digestible. Contains the
Highest amount of nourishment
In the most convenient form.

MALTED ON LIEBIG'S principle.
Sweet and wholesome in itself.
Entirely free from Beet-root Sugar,
The bane of Condensed Milk and Swiss Foods

THE BEST FOOD for INFANTS.
More closely resembles
Healthy Mothers' Milk
Than any other kind of Food.

A THOROUGHLY COOKED FOOD,
Always ready for use.
Saving Mothers and Nurses
Much time and trouble.

THE BEST FOOD for INFANTS.
Contains all the elements
Necessary for the Growth,
Health and Vigour of the Child.

VORY & MOORE, 143, New Bond Street,
London, and sold by all Chemists.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native Languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been Remonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trank lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, placards exhibited at the different stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed in an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be Printed at the "Bombay Gazette Press."

OXYGEN IS LIFE.

Although the modern Materia Medica includes many valuable remedies, it is a matter of certainly that in all cases where the animal vitality is failing, Phosphorus is decidedly superior to every other remedy at present known. It will work effects such as nothing else will produce, and it possesses the great advantage of not causing, when its use is relinquished, the slightest reaction or depression.

Until the introduction of Dr. Bright's Phosphodyne, Phosphorus was but seldom prescribed as a Medicine, owing to the difficulty in so preparing it that its action could be kept under perfect control. It had been used in Almond and Olive Oils, in Sulphuric Ether, in rectified Alcohol, in Chloroform, and in several other substances; but however valuable it has been found in all the hitherto known methods of its preparation, certain irregular results have been experienced, which have led Physicians to neglect it for general purposes, and to employ it only in extreme cases. But in the form of Dr. Bright's Phosphodyne, its invaluable action on the human system is realized without any of those drawbacks which previous modes of administration have invariably produced.

CAUTION.—PHOSPHORUS is sometimes sold in the form of Pills and Lozenges; it should be generally known that every form where *solid particles* of Phosphorus are in combination is highly dangerous. It is, therefore, necessary that the public should be cautioned against the use of any preparation of Phosphorus not perfectly soluble in water.

Protected by Royal Letters Patent, dated October 11th, 1869.

UNDER DISTINGUISHED PATRONAGE.
DR. BRIGHT'S PHOSPHODYNE.
(OZONIC OXYGEN)

THE NEW CURATIVE AGENT, AND ONLY RELIABLE REMEDY FOR INDIGESTION, NERVOUS AND LIVER COMPLAINTS, AND ALL FUNCTIONAL DERANGEMENTS.

THE remarkable efficacy of Dr. Bright's Phosphodyne is now well known, and is acknowledged by the first medical men in Europe, by whom it is recommended as the most elegant and efficacious medicine hitherto discovered for Weak and Shattered Constitutions. Nervous Debility, Aversion or Incapacity for Study, Trembling of the Limbs, Indigestion, Female Complaints, Flatulence, Liver Complaints, Shortness of Breath, Drowsiness, Pains in the Head, Pimples, Impoverished Blood, and all diseases caused by a long residence in tropical climates, for which iron, mercury, iodide of potass, &c., are not only given in various forms, but very often to the destruction of the patient's health.

The beneficial effects of the Phosphodyne are frequently shown from the first day of its administration, by a remarkable increase of nervous power, with a feeling of vigour and comfort, to which the patient has long been unaccustomed, entirely overcoming that dull, inactive, and sluggish disposition which many persons experience in all their actions.

DR. BRIGHT'S PHOSPHODYNE

Is sold in cases at 10/6 or in Family cases containing one dozen 10/6 cases at £5 by all Chemists and Patent Medicine Vendors throughout the Globe.

☞ PIRACY! CAUTION—Beware of a Worthless Imitation of Dr. Bright's (THE ONLY GENUINE) Phosphodyne and the only Medicine of that name recommended by the Medical Faculty.

Full Directions for use in the English, French, German, Italian, Dutch, Spanish, Portuguese, Russian, Danish, Turkish, Persian, Hindustani, Madrassee, Bengalee, Chinese and Japanese Languages, accompany each case.

☞ CAUTION.—The large and increasing demand for Dr. Bright's Phosphodyne has led to several WORTHLESS IMITATIONS bearing similar names; purchasers of this medicine should therefore be careful to observe that the words "Dr Bright's Phosphodyne" are blown in the bottle, and that the directions for use are printed in all the languages as above, without which none can possibly be genuine. Every case bears the Trade Mark and Signature of Patentee.

DR. BRIGHT'S PHOSPHODYNE is patronized by the Aristocracy and the *Elite*, extensively used in the Army and Navy and strongly recommended by the leading Medical Practitioners.

☞ ASK FOR
DR. BRIGHT'S PHOSPHODYNE.
And do not be persuaded to take any
Useless and Possibly Dangerous Substitutes.

WHOLESALE AGENTS.

Bombay	Presidency	D. S. Kemp and Co.,	Bombay.
Bengal	do.	R. Scott, Thompson and Co.,	Calcutta.
do.	do.	Stanistreet and Co.	do.
do.	do.	Bathgate and Co.	do.
Madras	do.	Barre and Co.	Madras.
Rangoon		E. Gillon and Co.	Lahore.
Ceylon		J. Maitland and Co.,	Colombo.

IMPORTANT NOTICE.—The Trade Mark, Label, &c., of DR. BRIGHT'S PHOSPHODYNE are duly entered at Stationers' Hall, London, and are also registered in the chief cities of the World. Medicine Vendors are hereby warned that legal proceedings will be immediately instituted against any person or persons selling a Fraudulent Imitation after this notice.

DINNEFORD'S FLUID MAGNESIA

THE BEST REMEDY FOR ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT AND INDIGESTION.

THE SAFEST MILD APERIENT FOR DELICATE CONSTITUTIONS, LADIES, CHILDREN AND INFANTS, AND FOR REGULAR USE IN WARM CLIMATES.

DINNEFORD & Co., Chemists, London,
And of Druggists and Storekeepers throughout the World.
N. B.—ASK FOR DINNEFORD'S MAGNESIA.
AGENTS—TREACHER & Co., Bombay.

HOSIERY
FROM THE BEST ENGLISH AND FRENCH MANUFACTURERS.

COTTON STOCKINGS (Ladies') White, Coloured, Striped, and Black, in all prices and sizes.
THREAD " " White, Coloured, and Black, in all prices and sizes.
SILK " " White, Coloured, and Black, in all prices and sizes.
SOCKS and STOCKINGS (for Children) White and Coloured, in all prices and sizes.
WOOLLEN STOCKINGS (for Ladies and Children).

MEIFFRE NEVEU & CO.,
6, HUMMUM STREET,
BOMBAY.

MESSRS. C. MARCKS & CO.,
WATCH AND CLOCK MANUFACTURERS,
BOMBAY AND POONA.

DIRECT the attention of intending purchasers to their large stock of Clocks for all purposes.

SCHOOL AND OFFICE CLOCKS,
In Ebony and Gold, Walnut, Rosewood, and Mahogany, including all the newest patterns in English, French, Austrian and American productions.
From Rs. 35 to Rupees 250 Cash.

MARBLE DINING-ROOM CLOCKS,
Gold Lined and Inlaid with Malachite, visible escapement, Jewelled Pallets, striking Hours and Half-hours.
From Rs. 90 to Rs. 250.

DRAWING-ROOM CLOCKS,
In Gilt, Nickel and Gilt, Ormolu and Alabaster.
Rs. 40 to Rs. 150, including glass shade and stand.

PALANQUIN CLOCKS AND TIME-PIECES.
We keep a large assortment of these useful Clocks, in every possible size and pattern, from the Miniature Time-piece, price Rs. 65, to the full-size quarter Repeater, Rs. 275. We can strongly recommend the full-size Palkee Time-piece at Rs.5; ditto striking at Rs. 95. Our stock comprises upwards of 300 of these Elegant Clocks.

☞ Repairs of Clocks of every description are attended to with care by skilled European Workmen.

C. MARCKS AND CO.,
CLOCK MANUFACTURERS, BOMBAY AND POONA.

ICE! ICE!! ICE!!!
TO REGIMENTAL MESSES, CLUBS, HOSPITALS, HOTELS, &c.
CARRE'S IMPROVED ICE-MACHINE.
WITH THE NEW CONGELATOR FOR PRODUCING BLOCK ICE, TO BE HAD ONLY FROM
S. ROSE & CO., BOMBAY.
ICE IN FOUR MINUTES.

CARRE'S PNEUMATIC ICE-MACHINE.
WITH DISTRIBUTOR AND CONGELATOR ATTACHED.

The only Machine suitable for Domestic use; Cheap, Cleanly, and Easy to work; always ready for use, and never gets out of order.

Full particulars of the NEW CONGELATOR can be had on application to S. Rose & Co.

Personal inspection of the new apparatus and its accessories is requested, and full practical instructions for using the Machine will be given to the agents or to the servants of purchasers.

The mode of producing Ice is by means of a Pneumatic Machine; the air in the Decanter or Vase is exhausted by the action of the air-pump, and the moisture arising from rapid evaporation, absorbed by the Sulphuric Acid contained in the Cylinder B, and intense cold in the Decanter or Vase, is the result of reducing the water to Ice.

For use in Up-country Stations, Messes, Hotels, Hospitals, and on board Ship, these Machines will be found invaluable; and their portability renders them most serviceable for Camp use. Within fifteen minutes the Machine can be fitted together, charged with acid, and the water at 85 deg. Fahrenheit can be reduced to freezing point.

An Illustrated Pamphlet, containing full directions for use accompanies each Machine.

Apparatus for operating on one DECANTER or VASE with NEW CONGELATOR and ACCESSORIES, complete. Net, Cash Rs. 190.

Ditto. ditto. on TWO DECANTERS or VASES with NEW CONGELATOR and ACCESSORIES, complete. Net Cash, Rs. 275.

Messes, Clubs, Traders, &c. supplied at wholesale rates.

Sulphuric Acid, Oils, Wax, India-rubber Rings, Thermometers, Leather Washers, and all the necessary fittings kept in stock.

The above Machines can be seen in working order on the premises of S. ROSE & Co., Bombay.

ELEVATOR
For securely fixing the Bottle Cooler and Vases on to the tap of Ice Machines. Each Rs. 20.
The "Elevator" and "Bottle Cooler" are extras, and are not included in the price of the Machine.

SPECIAL NOTICE.
BOTTLE COOLER.
S. ROSE & Co.'s Apparatus for cooling Wines or Beer with the aid of the Pneumatic Ice Machine, and without contact of the Ice with the wines, is an entirely new adaptation. Each Rs. 16.

CARRE'S IMPROVED (NEW MODEL) AMMONIACAL ICE-MACHINES
FOR MAKING SOLID ICE.

THE NEWLY IMPROVED ICE-MAKING MACHINE.
The Patentees have introduced such improvements in the solidity of the Apparatus, that it may now be pronounced perfect in every respect. The Boiler is now made in solid Galvanised Iron, and for all practical purposes is indestructible.
The only expense incurred in such operation is about half an anna for fuel, wood Charcoal being preferable to anything.
The time occupied in producing four pounds of Ice is from four to four and a half hours.
Small Size to make about 2 lbs. of Ice at each operation.......................Rs. 175 0
N. B.—Full Instructions are given with each Apparatus.

ICE BOXES AND REFRIGERATORS.
Fitted with 3 shelves and water Cistern Galvanised iron bucket for waste, with tap ....Rs. 140 0
THE ARCTIC REFRIGERATOR.
Fitted with 4 shelves, and stone-ware lining ....Rs. 160 0
Railway Ice Box specially constructed for Railway Travelling ....Rs. 20 to Rs. 25 0
FULL PARTICULARS ON APPLICATION TO
S. ROSE & CO., 9, RAMPART ROW, BOMBAY.

[*Copyright.*]

SANCTIONED BY HER MAJESTY'S GOVERNMENT.

HEALTH, STRENGTH, AND ENERGY.

DR. LALOR'S PHOSPHODYNE.
TRADE MARK—PHOSPHODYNE.

Protected under the trade Marks Act (38 and 39 Vict., ch. 91). Enacted by the "*Queen's Most Excellent Majesty*," 20th August, 1875.)
Certificates under this Act have been Granted to DR. R. D. LALOR, giving him the Sole Right to the Trade Mark PHOSPHODYNE in England, Australia, Africa, China, Canada, and India.

DISCOVERED AND SO NAMED, A.D. 1862, BY R. D. LALOR, M.D.

Pleasant to the Taste. The only Safe, Prompt, and Reliable PHOSPHORIC REMEDY for Overworked Brain, Worry Anxiety, Excitement, Late Hours, Business Pressure, Nervous Prostration, Wasting Diseases, Asthmatic, Consumptive, Stomach, and Liver Complaints, Impaired Nutrition, Impoverished Blood, Premature Decline, and all Morbid Conditions of the System, dependent upon the deficiency of Vital Force.

PHOSPHODYNE

Purifies and Enriches the Blood; Clears the Skin; Thoroughly Invigorates the Brain, Nerves, and Muscles; Re-energises the Failing Functions of Life, and thus Imparts Energy and Fresh Vitality to the Exhausted Nervo-Electric Force; and Rapidly Cures every form of Nervous Debility, Paralysis, Nervous, Mind, and Heart Diseases, from whatever cause.

IMPORTANT TO EUROPEANS VISITING OR RESIDING IN HOT CLIMATES.—DR. LALOR'S PHOSPHODYNE has an enormous Sale in India, China, Africa, and other Hot Climates, from its possessing in the most perfectly assimilable form the essential Vitalising properties of PHOSPHORUS, which re-animates the Exhausted Functions of Life when impaired by Heat or other causes. A very large number of Testimonials from all parts of the World, freely offered from private persons, Scientific and Professional Men who are well known, speak of its marvellous powers in Nervous Debility, Want of Stamina, Malarious Diseases, and as a Liver Tonic.

SOLD IN BOTTLES AT Rs. 3 EACH.

DR. ROBERT D. LALOR,
OF BAY HOUSE, 32, GAISFORD STREET, LONDON, ENGLAND:
(THE SOLE PROPRIETOR AND ORIGINATOR OF PHOSPHODYNE)

Is prepared to Prove the following Facts in any Court of Law in London, England, and he Respectfully requests Medicine Vendors and the Public to assist the cause of Truth and Right Against Falsehood and Fraud.

BASE FRAUD.—Beware of a Worthless Imitation of DR. LALOR'S PHOSPHODYNE being advertised in the Newspaper Press of India and the Colonies, (but dare not be sold in England,) and also the Piracy of DR. LALOR'S PROSPECTUS (published A. D. 1864), and four of his TESTIMONIALS, the dates of which have been altered from 1865 1866, and 1867, as in the Original Letters, to 1870. (Copies of Original Letters, with Prospectus, sent post free.) The genuine PHOSPHODYNE bears the Christian, Surname, and Address as above; also a Registered Trade Mark, to copy which is Felony.

CAUTION.—The name, DR. LALOR'S PHOSPHODYNE, is blown in the glass of each bottle, and the Genuine PHOSPHODYNE is manufactured only at DR. LALOR'S Laboratory, London, England. *Medicine Vendors are hereby warned that Legal Proceedings will be taken against all Persons selling the Fraudulent Imitation after this Notice.*

IMPORTANT NOTICE.—Every Bottle bears the British Government Stamp, with the words, DR. LALOR'S PHOSPHODYNE, London, England, by Order of Her Majesty's Honourable Commissioners. If not, it is a Forgery.

SOLE AGENTS FOR THE BOMBAY PRESIDENCY.
TREACHER & COMPANY, LD.,
BOMBAY, BYCULLA, & POONA.

BOMBAY MUSIC SALOONS.
SOUNDY & CO., RAMPART ROW & MEADOW STREET,
IMPORTERS & MANUFACTURERS OF
PIANOFORTES, HARMONIUMS, AMERICAN ORGANS,
IRON FRAMED PIANOS FOR INDIA,
Sole Agents and Importers of the
SMITH COMPANY'S AMERICAN ORGANS,
AND THE "HARMONICHORD" IRON FRAMED PIANOS,
Violins, Guitars, Basses, Violincellos, Banjos, Flutes, Clarionetts, Flageolets, Oboes, Sarusophones, Cornets, Sax Horns, Euphoniums, Helicons, Bombardons, Drums, Tympani, Cymbals, Triangles, French Horns, Bassoons, and every kind of Musical Instrument and Appurtenance.
Illustrated Price List free on application.
SOUNDY & CO., BOMBAY.

ESTABLISHED 1820.
(By Appointment)
C. LAZARUS & CO.,
(INCORPORATED WITH SHEARWOOD AND CO.)
CABINET MAKERS, UPHOLSTERERS, BILLIARD TABLE MANUFACTURERS, & GENERAL FURNISHING CONTRACTORS.
58, 59, 60, & 61 BENTINCK STREET, & 2, DALHOUSIE SQUARE, CALCUTTA.
SOUNDY & CO., AGENTS, BOMBAY.

BILLIARD TABLES.

THE undoubted and established superiority of C. L. & Co.'s Billiard Tables is amply proved by the constant and increasing demand for them, showing that they are really the only tables now appreciated in India. This success is due to the steadfast efforts C. L. & Co. have always exerted to supply their constituents with really trustworthy and reliable articles at as moderate a price as is compatible with good workmanship and material. The generous and liberal support extended to C. L. & Co. for upwards of half a century, is sufficient proof that their endeavours to render satisfaction have been appreciated by a critical and discerning public.

While the superiority of C. L. & Co.'s Billiard Tables has been universally admitted in India, yet the difficulties and risks of transport have hitherto prevented their friends in Bombay from largely availing themselves of the undoubted advantages offered by C. L. & Co.

Now, however, C. L. & Co. beg to intimate to their patrons in the Western Presidency, that they have made arrangements which will enable them to offer their Billiard Tables at the same prices in Bombay as in Calcutta. A Branch Agency, under the management of Messrs. SOUNDY & Co., has been established at No. 22, Rampart Row, where Billiard Tables of C. Lazarus & Co.'s manufacture are arranged for sale; and while thanking their constituents for the patronage hitherto extended to their Firm, C. L. & Co. venture to express a hope that, with the increased facilities now offered, their manufactures will be as well known in Bombay as they are already in other parts of India.

BILLIARD CUSHIONS.

C. Lazarus & Co. always keep on hand a large stock of their new and improved COMBINATION EXPRESS Billiard Cushions which can be fitted to any table, the exact length and breadth of the slate-bed being the only information required.

Old Billiard Cushions, if the woodwork is in good condition, can be renewed on the new COMBINATION EXPRESS principle, thereby making an old table as good as new.

IMPORTANT NOTICE.

C. Lazarus & Co. guarantee the SAFE ARRIVAL of their Billiard Tables at any Station in India. Should any breakage occur in transit, C. L. & Co. agree to make good the loss without further charge.

BILLIARD LAMPS.

The six-light telescopic lamp, on the duplex principle, to burn kerosine oil, as adapted by C. L. & Co., is the best Billiard lamp ever introduced.

C. L. & Co. have always on hand a large assortment of Billiard, Pool and Pyramid Balls, in Ivory or "Patent Celluloid," Billiard Cloth, of the finest quality only, Cues, Tips, Chalks, Cement and every requisite for the Billiard Room.

C. LAZARUS & CO.,
Bentinck Street, Calcutta.
SOUNDY & Co., Agents, Bombay.

MANUFACTORY, LOCLE, Established 1813. **FAVRE, LEUBA & CO.,** DEPOT, BOMBAY, Established 1866.
WATCHMAKERS AND JEWELLERS,
23, RAMPART ROW.

MESSRS. FAVRE, LEUBA & Co., while thanking the Public and their Constituents for their long and continued patronage, beg to draw attention to the hereafter mentioned SPECIALITIES of their manufacture. All of these Watches are already well known for their excellent working qualities and durability, and in bringing them again to notice it is merely to say that the new supplies just received have been manufactured with particular care and attention, so that they will deserve their reputation as MODEL WATCHES FOR INDIA.

Messrs. FAVRE, LEUBA & Co. are the only Watchmakers in India who import Watches direct from their OWN Manufactory—a fact which allows them to sell at considerably cheaper rates than any other Firm, who must obtain them through Agencies. They specially recommend

THEIR WELL KNOWN 50 RS. WATCH

in open face, hunting and half hunting cases, and in different sizes, suitable for Ladies or Gentlemen.

The movements of these Watches possess a fine Lever Escapement on the English principle, and are fitted in well built and strong sterling silver cases.

THEIR SILVER WATCH AT RS. 75.

This Watch built on the same principle as the above can be highly recommended as an exceedingly serviceable and durable time-keeper. The movement is fitted in an *extra* strong silver case with Gold hinges and possesses a compensation balance and a balance-spring of the system BREGUET, being the best adapted to produce isochronal vibrations.

THEIR SILVER WATCH AT RS. 110

will certainly satisfy the most critical observer. This Watch combines the advantages and qualities of the above two mentioned Watches with the addition of the keyless mechanism. These can be had only in hunting and half-hunting cases.

The above WATCHES are in stock in strong and solid 18 carat Gold cases at Rs. 150, 200, and 250 respectively.

GUARANTEED FOR 2 YEARS.

Catalogues sent free on application.

FAVRE, LEUBA & CO.

INSURANCES.

ESTABLISHED 1809.
NORTH BRITISH and MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Special Acts of Parliament.

CAPITAL—TWO MILLIONS.
FIRE RESERVE............................£1,156,690
LIFE ACCUMULATED FUNDS...£2,852,566,
ANNUILY FUNDS........................£300,080

FIRE DEPARTMENT.—Policies opened on Warehouses Shops, Dwellings, Household Furniture, Merchandise, Clubs, Mills, Presses and any insurable property in Bombay, and in the Mofussil.

LIFE DEPARTMENT.—This Company insures European and approved Native lives. Policy-holders have the advantage of a reduction of premium to the Home scale of Rates, commencing from the date of leaving Egypt for Europe without medical certificate or fresh examination.

The accumulated Funds in terms of "The North British and Mercantile Insurance Company's Act 1870" are exclusively invested to meet the obligations, arising under Life policies and Annuities and declared not to be responsible for the obligations in the Fire business. These funds now amount, irrespective of the paid-up capital, to £3,006,752.

Ninety per cent. of the whole profits is divided among the assured on the participating scale. This is as large a share of the profits as is allowed by any Office, and larger than that given by most other "Proprietory" Offices. The profits are ascertained and divided every five years. The next division of Profits will take place on 31st December 1880. Policies are indisputable after having been five years in force.

The Rates of Premium are moderate, and include several tables peculiarly well adapted to meet special requirements, such as the Half Premium, Half Credit, Double Assurance, Assurance and Annuity Tables, &c.

TABLE OF RATES FOR CIVILIANS PAYABLE DURING THE WHOLE TERM OF LIFE FOR AN ASSURANCE OF RS. 1,000 PAYABLE AT DEATH.

Age next Birth-day.	Without Profits. Yearly.	Without Profits. Half yearly.	Without Profits. Quarterly.	With Profits. Yearly.	With Profits. Half yearly.	With Profits. Quarterly.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
20	25 6 0	13 0 0	6 10 8	29 3 0	15 0 0	7 10 8
25	27 2 0	13 15 0	7 2 0	31 3 0	16 0 0	8 3 0
30	29 7 0	15 2 0	7 12 0	33 14 0	17 6 0	8 14 4
35	32 7 0	16 10 0	8 8 4	37 5 0	19 2 0	9 13 0
40	35 14 0	18 7 0	9 7 0	41 4 0	21 3 0	10 14 4
45	40 3 0	20 10 0	10 9 0	46 3 0	23 11 0	12 2 0

MEDICAL REFEREE—DR. SIDNEY SMITH.

Prospectus containing Tables of Rates, &c., may be obtained on application to

W. M. MACAULAY & Co., Agents
Bombay, 2nd June 1879. No. 24, Apollo Street,

CHURCH OF ENGLAND ASSURANCE INSTITUTION.
CAPITAL—ONE MILLION STERLING,

List of Proprietors periodically enrolled in the High Court of Chancery.

TRUSTEES.
THE VERY REV. THE DEAN OF ARMAGH.
JONATHAN HOPKINSON, Esq.
WILLIAM GORDON THOMSON, Esq.
THE REV. RICHARD WOOD, B.D.

DIRECTORS.

The Rev. Edward Carr, LL.D.	Jonathan Hopkinson, Esq.
Lord Henry V. Cholmondeley	Richard Nugent, Esq.
William Emmens, Esq.	W. F. Skene, Esq., LL.D.
John R. Engledue, Esq.	Herbert Taylor, Esq.
Charles Harrison, Esq.	William Gordon Thomson, Esq.
Dr. H. T. Leslie Higginson.	The Rev. Richard Wood, B.D.

AUDITORS.
M. R. Scott, Esq. The Vicomte de Valmer.

SECRETARY.
Andrew Francis, Esq.

The Security of Policyholders is made complete by the large subscribed Capital of the Company, guaranteed by a numerous and influential body of Proprietors, a list of whom is periodically registered in the Court of Chancery, pursuant to the provisions of the Special Act of Parliament (4 and 5 Vict., Cap. XCII.) empowering this Institution.

The highest attainable economy has been afforded to Policyholders by means of an entirely new set of Tables computed for the especial use of the Indian Branches of this Institution.

No labour or expense has been spared in the construction of these Tables: and the Directors have much gratification in directing attention to them, being confident that they will meet the views, and satisfy the expectations, of the Assuring Classes in India.

RETIRING PROVISIONS.

Policies are issued by which these may be secured, and at the same time a surviving family be protected in the event of premature death.

ASSURANCE BY TERMINATING RATES OF PREMIUM.

Under this system Assurances can be effected for the whole term of life, the annual premia for which cease after a given number of years.

FREE POLICIES.

Assurances by this system can never altogether be forfeited by non-payment of Premia.

No extra charge for sea passage.
Reduction to European rates without medical examination.
Premium may be paid annually, half-yearly, quarterly, monthly as desired.
Parsees and Armenian lives insured.
For detailed Prospectus, &c., apply to
REMINGTON & Co., Agents.
Bombay.

SUN FIRE OFFICE, LONDON,
ESTABLISHED 1710.

INSURANCES effected upon Merchandise, Warehouses, Shops, Dwelling-houses and their contents, in Bombay and the Mofussil, at the current rates.
CLAIMS arranged by the local Agents, and paid with promptitude and liberality.
PEEL, CASSELS & Co., Agents.

BOMBAY FIRE INSURANCE COMPANY
(Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return Insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies or shorter periods.
C. H. B. FORBES & Co.,
Secretaries and Managers.

STANDARD LIFE OFFICE.
ESTABLISHED 1825.
BOMBAY BRANCH, 12 RAMPART ROW.

UPWARDS of Four Hundred Thousand Pounds is paid Annually by this Office to the Families and representatives of deceased Policyholders.

ANNUAL REVENUE £700,000.

INVESTED FUNDS for payment of future claims upwards of FIVE MILLIONS STERLING.

GEO. OLIVER,
Acting Secretary, Bombay Branch.

FIRE INSURANCE.

	Exclusive Reserve Fund.
THE LONDON AND LANCASHIRE FIRE INSURANCE Co., CAPITAL...	Rs. 10,000,000
THE TRANSATLANTIC FIRE INSURANCE Co. (and re-insurances), CAPITAL	,, 9,000,000
THE BATAVIA FIRE INSURANCE Co., CAPITAL....	,, 8,000,000
THE SAMARANG FIRE INSURANCE Co., CAPITAL....	,, 2,000,000
BERLIN-COLOGNE FIRE INSURANCE Joint Stock Company in Berlin....	,, 5,000,000
LUBECK FIRE INSURANCE COMPANY	,, 5,000,000

MARINE INSURANCE.

THE SWISS LLOYD MARINE INSURANCE Co., CAPITAL....	Rs. 2,000,000
THE SAMARANG MARINE INSURANCE Co., CAPITAL....	,, 2,000,000
THE BATAVIA MARINE INSURANCE Co., CAPITAL....	,, 3,000,000
THE NEUCHATELOISE MARINE INSURANCE Co., CAPITAL....	,, 2,000,000

For FIRE and MARINE INSURANCE in the above Companies apply to the UNDERSIGNED, who can offer ALL FACILITIES and MOST FAVOURABLE TERMS. ALL CLAIMS PROMPTLY SETTLED IN BOMBAY. Rates and other particulars can be obtained on application.
VOLKART BROTHERS, Agents.

ROYAL INSURANCE COMPANY
CAPITAL—£2,000,000 STERLING.
TOTAL ACCUMULATED FUNDS invested in the best and safest Securities now amount to
£3,758,042 STERLING.

FIRE BRANCH.

POLICIES covering risks on MERCHANDISE, BUILDINGS, SPINNING MILLS, COTTON AND JUTE PRESSES, SHOPS, BUNGALOW & HOUSEHOLD FURNITURE, HOTELS, AND CLUBS, both in BOMBAY and in the MOFUSSIL, granted on most favourable terms, COALS on the BUNDERS also covered.

Fire Premiums for 1861 ....£300,690
" 1872 ....£816,382

LIFE BRANCH.

POLICIES granted by the UNDERSIGNED without reference Head Office, on APPROVED lives. MILITARY LIVES in CIVIL employ have extra premium returned.

ENDOWMENT ASSURANCES, payable at fixed periods on adults and children on very favourable terms.

LAST REVERSIONARY BONUS 7½ per cent.

REDUCTION TO EUROPEAN rates, when assured leaves at Alexandria or Port Said.

Accumulated LIFE FUNDS now amount to £2,246,802.

THOS. H. MOORE & Co.,
Agents, Royal Insurance Company.
6, Hummum Street.

Printed and Published by the Proprietor JAMES MACKENZIE MACLEAN, at the "Bombay Gazette" Steam Press, Meadow Street, Fort, Bombay.
AGENTS—LONDON: GEORGE STREET & Co., 30, Cornhill E.C.—PARIS: Messrs. GALIGNANI and Co. Publishers Rue de Rivoli—CALCUTTA: Messrs. THACKER, SPINK and Co.